

■ **YK**

COUNCIL MEETING DATE: JANUARY 18, 1989

1. to amend the Land Use Element of the Lodi General Plan by

2. *to* to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping Center.

The public hearings may be conducted concurrently, **but** the items must **be** acted on ~~separately~~ separately.

BACKGROUND INFORMATION: The purpose of this request is to provide the zoning so that the developer can build a 9.6 acre shopping center with 116,960 square feet of building area. At the Planning Commission public hearing the proponents indicated that the center would be anchored with a 42,000 square foot, full-service Safeway and a 19,000 square foot Thrifty Drug Store. A full service supermarket is similar to Fry's, Raley's or the newest Lucky's in the types of departments within the market.

At the Planning Commission hearing the developer offered to assist in paying for a traffic signal at the major street intersection. Presumably this same offer will be made at the Council hearing.

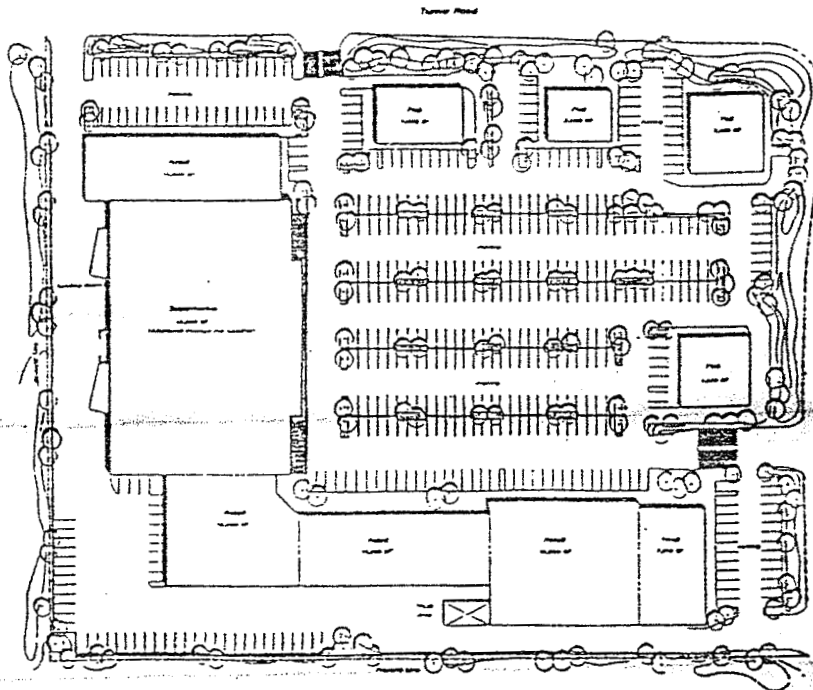
If the City Council approves the requests, the Public Works Department should be authorized to negotiate with the developer on the amount of sewer capacity that will be available to the center pending the completion of the White Slough expansion.

If the request is denied, the existing Safeway Store on East Lodi Avenue will still close because it cannot compete with the larger, more modern markets built around the City in the last few years. Although a sad situation for the eastside, an economic fact of life for the grocery chain.

*James B. Schroeder*  
JAMES B. SCHROEDER  
Community Development Director

CC89/1/TXTD.010

January 11, 1989



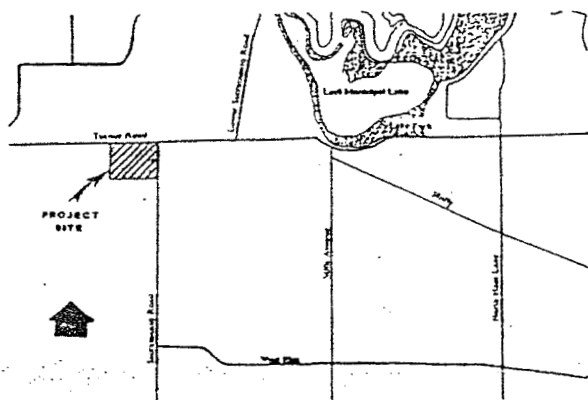
LEGEND

Total Acreage	9.61 acres
Building SP	114,900 sf
% Coverage	27.9
Parking:	
Required:	456 spaces
Shown:	476 spaces

Winepress Shopping Center



VICINITY MAP



Winepress Shopping Center

Rezone & GPA

Z-88-02

12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER  
THE PLANNING COMMISSION'S RECOMMENDED APPROVAL  
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP  
TO AMEND THE LAND USE ELEMENT OF THE LODI GENERAL PLAN BY  
REDESIGNATING THE PARCEL AT 2500 WEST TURNER ROAD  
(APN 029-030-39, R.C.A. GLOBAL)  
FROM OFFICE-INSTITUTIONAL TO COMMERCIAL

NOTICE IS HEREBY GIVEN that on Wednesday, January 18, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group to amend the land use element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

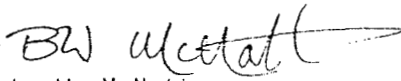
If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, Lodi, at or prior to, the public hearing.

By Order Of The Lodi City Council:

Alice M. Reimche  
City Clerk

Dated: January 4, 1989

Approved as to form:

  
Bobby W. McNatt  
City Attorney

PH/5  
TXTA.02D

ORDINANCE NO. 1445

AN ORDINANCE OF THE LODI CITY COUNCIL  
AMENDING THE LAND USE ELEMENT OF THE LODI GENERAL PLAN  
6Y REDESIGNATING THE PARCEL LCCATED AT 2500 WEST TURNER ROAD  
(APN 029-030-39, R.C.A. GLOBAL) FROM OFFICE-INSTITUTIONAL TO COMMERCIAL

BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

SECTION 1. The Land Use Element of the Lodi General Plan is hereby amended by redesignating the parcel located at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

SECTION 2. All ordinances and parts of crdinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 3. T shall be published one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this            day of

JAMES W. PINKERTON, JR.  
Mayor

Attest:

ALICE M. REIMCHE  
City Clerk

State of California  
County of San Joaquin, ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No.                      was introduced at a regular meeting of the City Council of the City of Lodi held and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held                      by the following vote:

Ayes:                      Council Members -

Noes:                      Council Members -

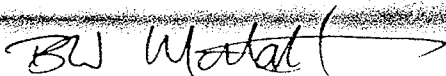
Absent:                      Council Members -

Abstain:                      Council Members -

I further certify that Ordinance No.                      was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

At-ICE M. REIMCHE  
City Clerk

Approved as to Form



BOBBY W. McNATT  
City Attorney

ORD1445/TXTA.01V

3

COUNCIL MEETING DATE: JANUARY 18, 1989

SUBJECT: REQUESTS OF MARC STEGAL FOR AN AMENDMENT TO THE LAND USE ELEMENT OF THE  
GENERAL PLAN, A REZONING AND ENVIRONMENTAL CERTIFICATION

1. to amend the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.
2. to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping Center.
3. to certify the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation on the above projects.

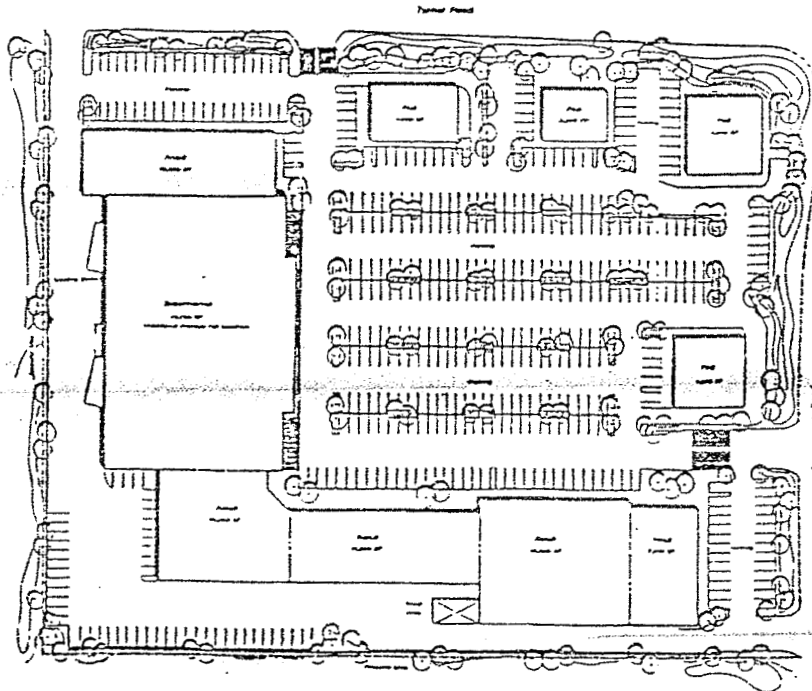
**BACKGROUND INFORMATION:** The purpose of this request is to provide the zoning so that the developer can build a 9.6 acre shopping center with 116,960 square feet of building area. At the Planning Commission public hearing the proponents indicated that the center would be anchored with a 42,000 square foot, full-service Safeway and a 19,000 square foot Thrifty Drug Store. A full service supermarket is similar to Fry's, Raley's or the newest Lucky's in the types of departments within the market.

If the City Council approves the requests, the Public Works Department should be authorized to negotiate with the developer on the amount of sewer capacity that will be available to the center pending the completion of the White Slough expansion.

If the request is denied, the existing Safeway Store on East Lodi Avenue will still close because it cannot compete with the larger, more modern markets built around the City in the last few years. Although a sad situation for the eastside, an economic fact of life for the grocery chain.

  
JAMES B. SCHROEDER  
Community Development Director

January 11, 1989



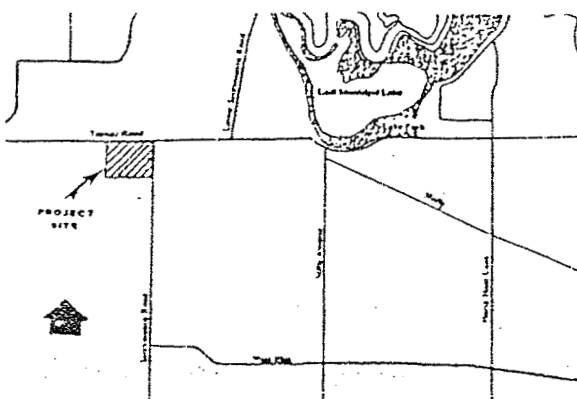
LEGEND

Total Acreage	7.81 acres
Building SP	116,968 sq
% Coverage	27.9
Parking	
Required	456 spaces
Shown	174 spaces

Winepress Shopping Center  
Conceptual Site Plan



VICINITY MAP



Winepress, Shopping Center

Rezone & GPA

Z-88-02

12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER  
THE PLANNING COMMISSION'S RECOMMENDED APPROVAL  
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP  
TO REZONE THE PARCEL AT 2500 WEST TURNER ROAD  
(APN 029-030-39, R.C.A. GLOBAL)  
FROM R-C-P, RESIDENTIAL-COMMERCIAL-PROFESSIONAL  
TO C-S, COMMERCIAL SHOPPING

NOTICE IS HEREBY GIVEN that on Wednesday, January 18, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.


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By Order Of The Lodi City Council:

Alice M. Reimche  
City Clerk

Dated: January 4, 1989

Approved as to form:

  
Bobby W. McNatt  
City Attorney

PH/4  
TXTA.02D



ORDINANCE NO. 1446

AN ORDINANCE OF THE LGDI CITY COUNCIL  
AMENDING THE OFFICIAL **DISTRICT** MAP OF THE CITY OF LODI  
AND THEREBY REZONING THE PARCEL LOCATED AT 2500 WEST TURNER ROAD (APN  
029-030-39, R.C.A. GLOBAL) FROM R-C-P,  
RESIDENTIAL-COMMERCIAL-PROFESSIONAL TO C-S, COMMERCIAL SHOPPING

BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

SECTION 1. The Official District Map of the City of Lodi adopted by Title 17 of the Lodi Municipal Code is hereby amended by rezoning the parcel located at at 2500 West Turner Road (APN 029-C30-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

The alterations, changes, and amendments of said Official District Map of the City of Lodi herein set forth have been approved **by** the City Planning Commission and by the City Council of this City after public ~~hearings held in conformance with provisions of Title 17 of the Lodi~~ Municipal Code and the laws of the State of California applicable thereto.

SECTION 2. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 3. This ordinance shall be published one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

-Approved this                      day of

JAMES W. PINKERTON, JR.  
Mayor

Attest:

ALICE M. REIMCHE  
City Clerk

State of California  
County of San Joaquin, ss.

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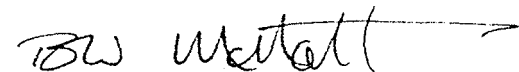
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Abstain:                      Council Members -

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ALICE M. REIMCHE  
City Clerk

Approved as to Form



BOBBY W. McNATT  
City Attorney

ORD1446/TXTA.01V

C O U N C I L    C C M M U N I C A T I O N

TO:            THE CITY LOUNCIL

COUNCIL MEETING DATE:    JANUARY 18, 1989

FROM:        THE CITY MANAGER'S OFFICE

SUBJECT:    REQUESTS OF MARC SIEGAL FOR AN AMENDMENT TO THE LAND USE ELEMENT OF THE  
GENERAL PLAN, A REZONING AND ENVIRONMENTAL CERTIFICATION

INDICATED ACTION:    That the City Council conduct public hearings on the following requests of Marc Siegal, c/o First Fidelity Realty Group:

1.            to amend the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (AFN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.
2.            to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping Center.
3.            to certify the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation on the above projects.

The public hearings may be conducted concurrently, but the items must be acted on separately.

BACKGROUND INFORMATION:    The purpose of this request is to provide the zoning so that the developer can build a 9.6 acre shopping center with 116,960 square feet of building area. At the Planning Commission public hearing the proponents indicated that the center would be anchored with a 42,000 square foot, full-service Safeway and a 19,000 square foot Thrifty Drug Store. A full service supermarket is similar to Fry's, Raley's or the newest Lucky's in the types of departments within the market.

At the Planning Commission hearing the developer offered to assist in paying for a traffic signal at the major street intersection. Presumably this same offer will be made at the Council hearing.

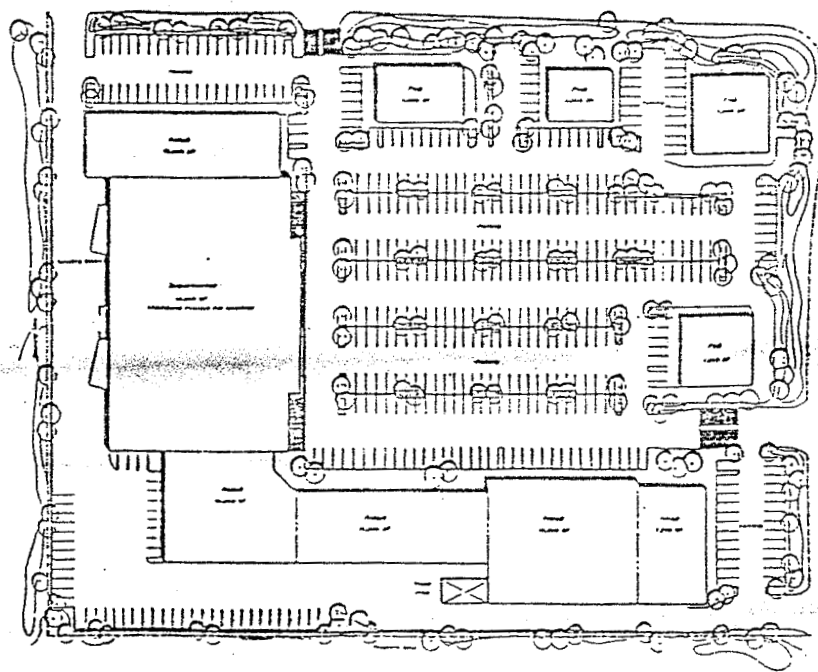
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If the request is denied, the existing Safeway Store on East Lodi Avenue will still close because it cannot compete with the larger, more modern markets built around the City in the last few years. Although a sad situation for the eastside, an economic fact of life for the grocery chain.

  
JAMES B. SCHROEDER  
Community Development Director

CC89/1/TXTD.01C

January 11, 1989

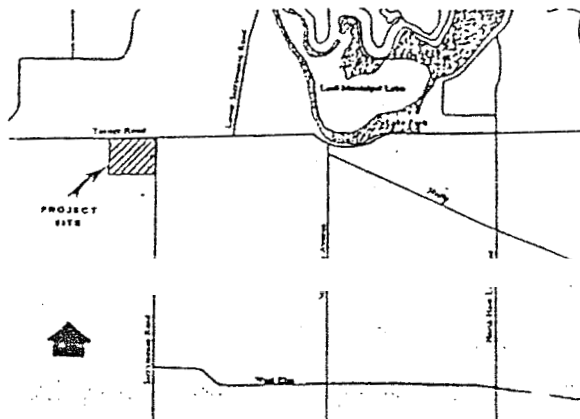


LEGEND

Total Acreage	9.61 acres
Building SP	116,960 sf
% Coverage	27.9
parking	
Required	456 spaces
Shown	476 spaces

Winepress Shopping Center  
Conceptual Site Plan

VICINITY MAP



Winepress Shopping Center

Rezone & GPA

Z-68-02

12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER  
THE PLANNING COMMISSIONS RECOMMENDATION TO CERTIFY  
THE FILING OF A NEGATIVE DECLARATION  
BY THE COMMUNITY DEVELOPMENT DIRECTOR AS  
ADEQUATE ENVIRONMENTAL DOCUMENTATION

NOTICE IS HEREBY GIVEN that on Wednesday, January 18, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommendation to certify the filing of a negative declaration by the Community Development Director as adequate environmental documentation on the following projects:

1. Proposed amendment of the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.
2. Proposed rezoning of the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

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By Order Of The Lodi City Council:

Alice M. Reimche  
City Clerk

Dated: January 4, 1989

Approved as to form:

BW McNatt  
Bobby W. McNatt  
City Attorney

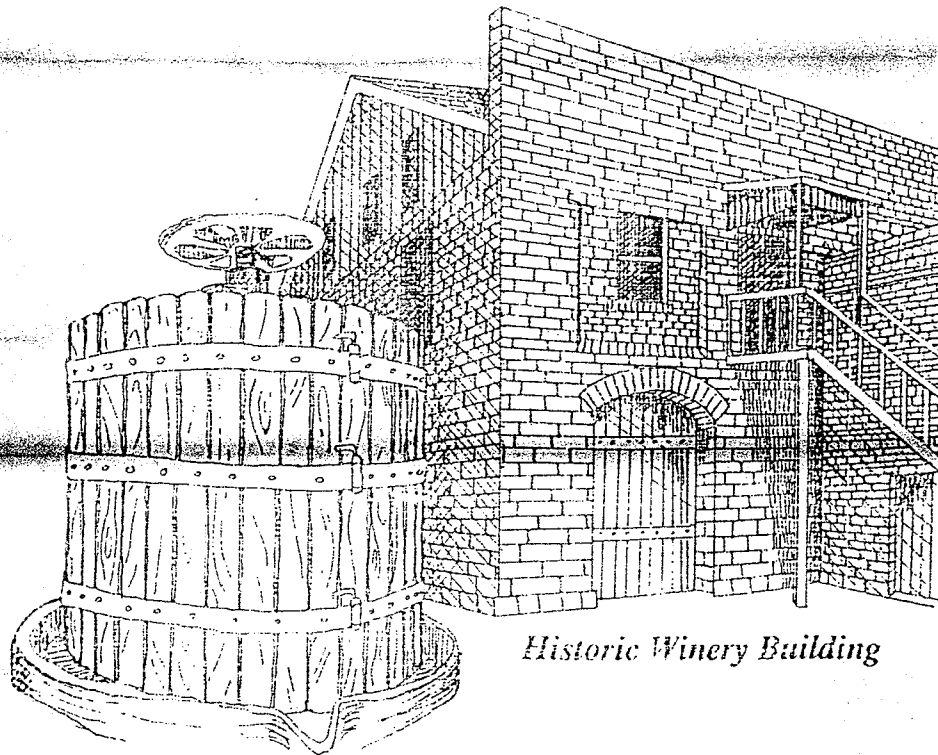
PH/6  
TXTA. 02D

City Clerk Copy  
Public Hearing  
1/18/89 Council Meeting



*Expanded Initial Study*

## **WINEPRESS SHOPPING CENTER**



*Historic Winery Building*

City of Lodi  
Community Development Department

EIP Associates  
October 18, 1988

EXPANDED INITIAL STUDY  
FOR THE  
WINEPRESS CENTER

Submitted to:

City of Lodi

Submitted by:

EIP Associates  
1511 I Street  
Sacramento, CA 95814

October 30, 1988

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## *1. INTRODUCTION*

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### PROPOSED ACTION

The project applicant, Mark Siegal, First Fidelity Realty Group, proposes to construct 116,960 square foot shopping center on 9.61 acres at the corner of Turner and Lower Sacramento Roads. Construction of the shopping center will require a General Plan Amendment and Rezoning as the project site is currently zoned for office and professional uses.

### HOW TO USE THIS REPORT

This report includes five sections: Project Description, Summary of Findings, Initial Study Checklist, Environmental Evaluation, and Appendices.

The Project Description section includes a discussion of the location of the site, a discussion of necessary permitting actions, the proposed facilities, and schematic drawings of the proposed project.

The Summary of Findings section of this report presents an overview of the results and conclusions of the evaluation. The Summary is meant to provide a general discussion of potential project impacts and available mitigation measures for use by the City in determining appropriate CEQA processing.

The Initial Study Checklist is the official form used by the City of Lodi to review projects under their guidelines which implement CEQA. This form has been filled out by EIP Associates based on the results of our field reconnaissance and research during report preparation.

The Environmental Analysis section presents a topic-by-topic evaluation of the proposed project based on issues identified as potentially significant in the Initial Study Checklist. The results of field visits, data collection and review, and agency contacts are presented in textual form, with topics organized to follow the Initial Study listing which precedes this section.

The Appendices section will include the technical data used in compiling the Initial Study, where appropriate.

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## **2. PROJECT DESCRIPTION**

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### **PROJECT LOCATION**

The Winepress Shopping Center parcel is located in northwestern Lodi. The project site is bordered by Turner Road on the north, Lower Sacramento Road on the east, and by the City/County line on the west and south (Figure 2-2).

The parcel is currently used for agricultural uses (vineyards and row crops) and the RCA office building. The adjacent land uses include agricultural, residential and the Woodlake Plaza Shopping Center on the northeast corner of Turner and North Lower Sacramento Roads.

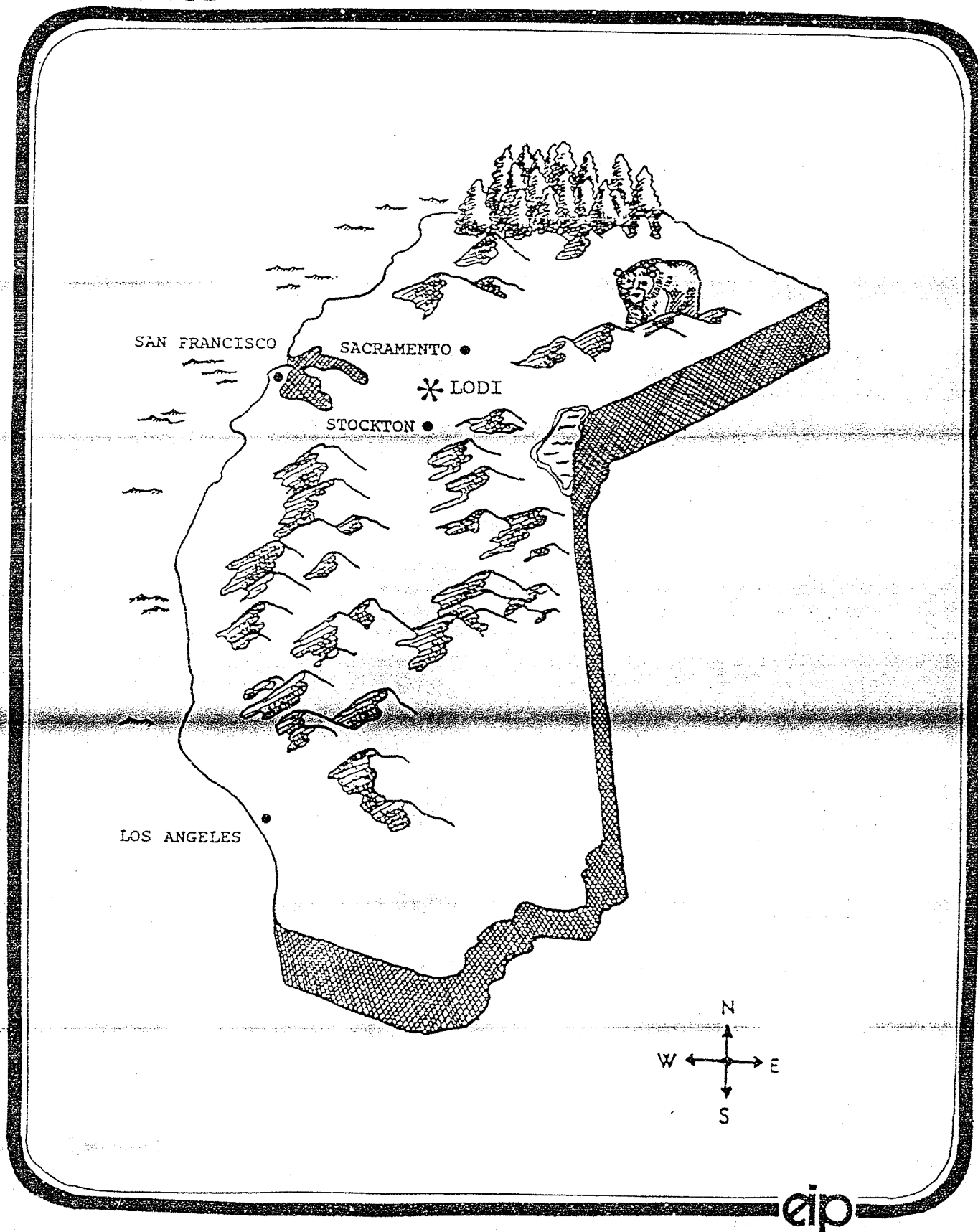
### **PROJECT CHARACTERISTICS**

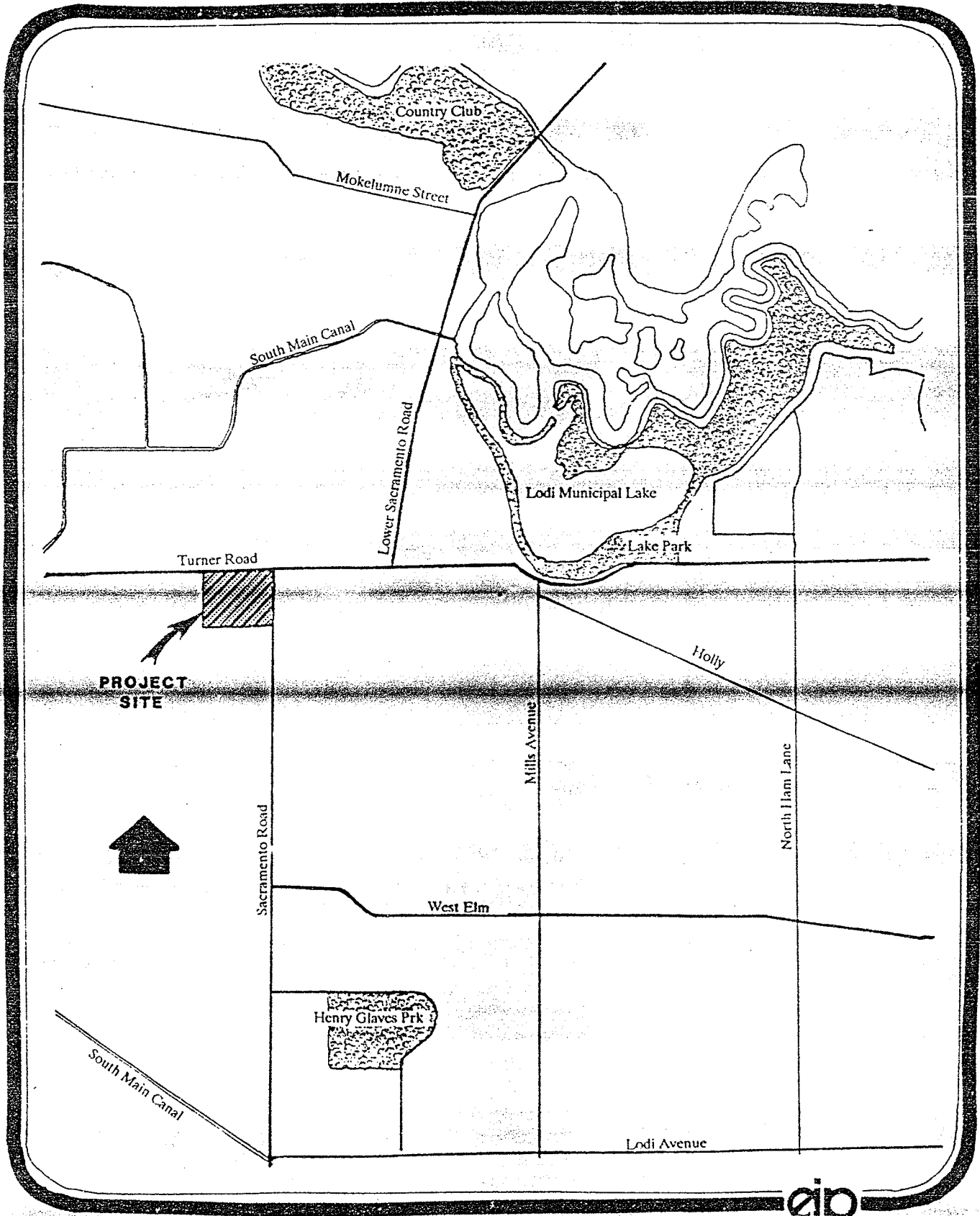
The project proposes development of a 116,960 square foot shopping center on 9.61 acres. The project includes a supermarket, retail use space, four pads and 476 parking spaces (Figure 2-3). The approval of the Winepress Shopping Center would necessitate the conversion of currently designated Professional Office use to Commercial Shopping Center designation to allow development of a shopping center.

Construction of the project would include the expansion and installation of necessary public service infrastructure such as sewer lines, water mains, and other utilities. Stormwater from the site would be piped to Lodi Lake. Sewage from the project would flow by gravity to the treatment facility located southwest of the City.

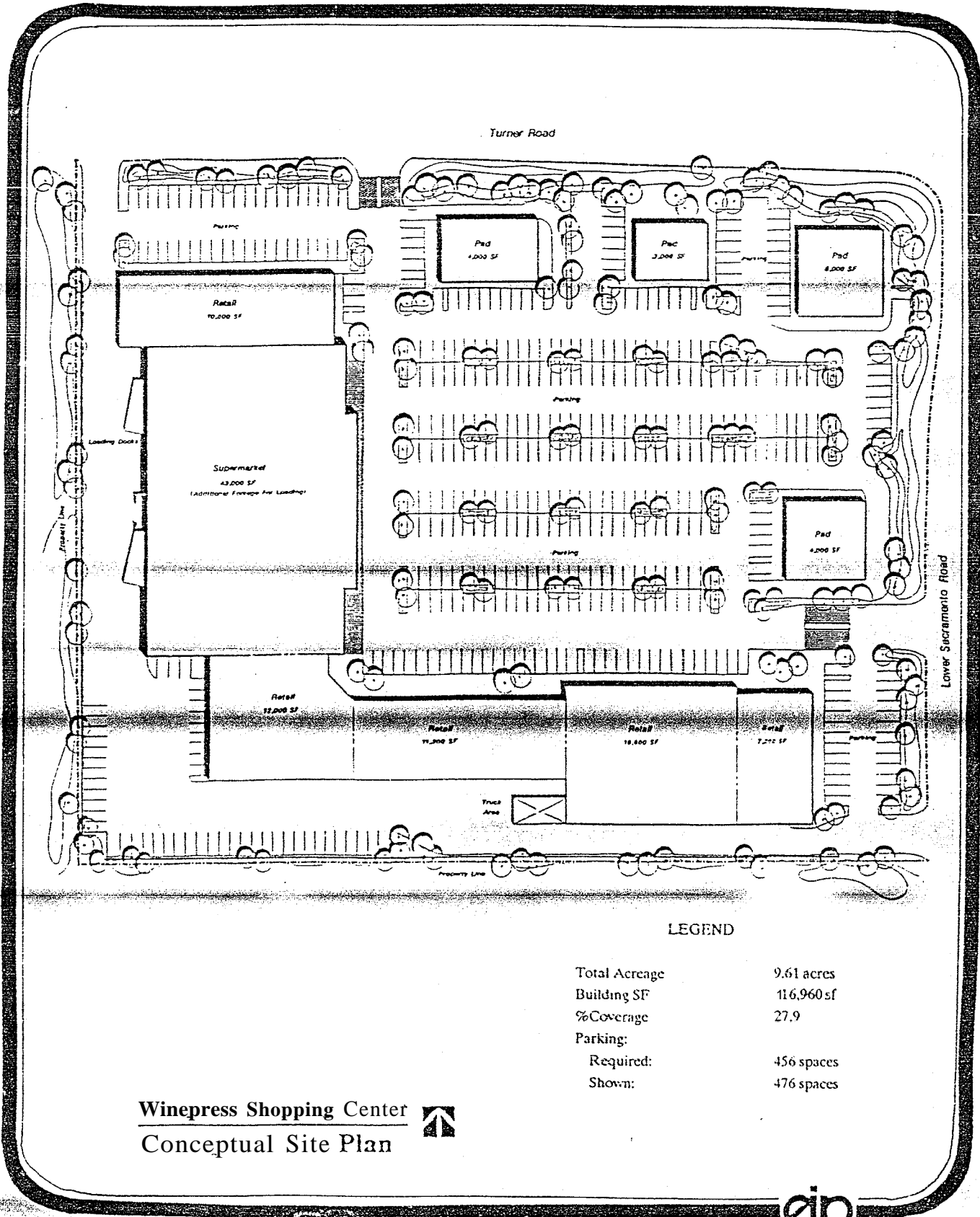
### **NECESSARY APPROVALS**

In order to develop the site as proposed, the applicant must receive a variety of approvals from the City of Lodi. The current designations for the site allow for professional office uses. Therefore, a Rezoning and General Plan Amendment will be required for project approval.





eip



SOURCE: TDK Architects & Planners

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### 3. SUMMARY OF FINDINGS

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#### AREAS OF POTENTIAL IMPACT

The areas of potential impact were identified following review of the Initial Study, review of the site plan and available technical data, contacts with concerned agencies and several site visits. The areas of concern were identified as:

- ✖ Erosion
- ✖ Air Quality
- ✖ Drainage
- ✖ Preemption of agricultural land
- ✖ Noise
- ✖ Light and glare
- ✖ Changes in planned land uses
- ✖ Access and circulation
- ✖ Provision of public services

#### DETERMINATION OF SIGNIFICANCE

The following list briefly summarizes the results of the evaluations performed for the site.

##### Increased Traffic Volumes

Roadways in the vicinity of the project generally provide an acceptable level of service. Planned improvements, including a new Chestnut Bridge and signals at the intersections of Lower Sacramento Road/West Elm Street and Lower Sacramento Road/West Lodi Avenue-Sargent Road, will improve conditions at these locations. Although traffic will increase as a result of the project, no improvements will be required as a direct result.

##### Increased Noise Levels

Construction related to noise will be experienced in the project neighborhood during the construction phase of the project, however these noise levels should not be significant. The noise levels in the area after construction will primarily be a function of vehicle traffic. These future noise levels (existing plus cumulative area buildout) will increase substantially. However, the project itself will not contribute significantly to these noise levels. Consideration should be given to future levels when designing the structures on-site in order to mitigate effects of cumulative area buildout.



### Increased Air Pollution

The project will result in a small, incremental increase in regional air pollution. Although future cumulative air quality is expected to generally decline, the project does not represent a significant percentage of this problem.

### Changes in Planned Land Uses

The change from office and professional to shopping center use will not significantly affect future land uses in the area. The provision of shopping facilities in an area currently with few such projects will serve to minimize vehicle trips to other areas of Lodi. There is no inherent incompatibility in the proposed use with surrounding uses. Nightlighting is the only potential effect of the project on neighboring uses which could be considered a conflict and can be easily mitigated by landscaping and careful design attention. Any development in Lodi requires the conversion of prime agricultural soils, however this parcel is within the City limits and designated for urban uses.

### Other Potentially Significant Impacts

Erosion, drainage and provision of public services were found to have no impact and require no mitigation.

### Conclusion

Following evaluation of the Site Plan and the environmental constraints of the site, it does not appear that any unmitigatable adverse impacts would be generated by project construction and operation. The potentially significant impacts to community resources that were considered include increased vehicle volumes, increased noise levels, decreased air quality and compatibility with adjacent land uses. In all cases it was determined that project impacts will be less than significant in nature.

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## 4. INITIAL STUDY CHECKLIST

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### INTRODUCTION

In determining if this project may have a significant impact on the environment, the primary and secondary effect of the following potential impacts were considered and determinations made as to whether the project would generate significant effects. In other words, the checklist was completed before the Environmental Evaluation in order to identify areas of concern (Environmental impacts checked as "maybe" or "yes" are further discussed in Chapter 5 - Environmental Evaluation). The Summary of Findings (Chapter 3) presents the results of the Environmental Evaluation which was performed based on the issues identified in the Initial Study Checklist.

## ENVIRONMENTAL CHECKLIST FORM

## I. Background

1. Name of Proponent Mark Siegal
2. Address and Phone Number of Proponent  
First Fidelity Realty Group  
1555 River Park Drive, Suite 206  
Sacramento, CA 95815
3. Date of Checklist Submitted October 18, 1988
4. Agency Requiring Checklist City of Lodi - Community  
Development Department
5. Name of proposal, if applicable Winepress Shopping Center

## If. Environmental Impacts

(Explanations of all "yes" and "maybe" answers required on attached sheets)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. <del>Unstable earth conditions or changes in geologic substructures?</del>	<u>      </u>	<u>      </u>	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u>X</u>	<u>      </u>	<u>      </u>
c. Change in topography or ground surface relief features?	<u>      </u>	<u>      </u>	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u>      </u>	<u>      </u>	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u>      </u>	<u>X</u>	<u>      </u>
f. Deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake	<u>      </u>	<u>      </u>	<u>X</u>

		Yes	Maybe	No
	g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	—	<u>X</u>
2.	Air. Will the proposal result in:			
	a. Substantial air emissions or deterioration of ambient air quality		—	
	b. The creation of objectionable odors?			
	c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	—	—	<u>X</u>
3.	Water. Will the proposal result in:			
	a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	—	—	<u>X</u>
	b. Changes in absorption rates, drainage patterns or the rate and amount of surface water runoff?	<u>X</u>	—	—
	c. Alterations to the course or flow of flood waters?	—	<u>X</u>	—
	d. change in the amount of surface water in any water body?	—	—	<u>X</u>
	<del>e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity</del>	<del>—</del>	<del>—</del>	<del><u>X</u></del>
	f. Alteration of the direction or rate of ground waters?	—	—	<u>X</u>
	g. Change in quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations	—	—	<u>X</u>
	h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	<u>X</u>
	i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	—	<u>X</u>
4.	Plant Life. Will the proposal result in:			
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants?	—	—	<u>X</u>

		Yes	Maybe	No
	b. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	<u>X</u>
	c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	<u>X</u>
5.	d. Reduction in acreage of any agricultural crop?	<u>X</u>	—	—
	Animal Life. Will the proposed result in:			
	a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	<u>X</u>
	b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	<u>X</u>
	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	<u>X</u>
	d. Deterioration to existing fish or wildlife habitat?	—	<u>X</u>	—
6.	Noise. Will the proposal result in			
	a. Increases in existing noise levels?	—	<u>X</u>	—
	b. Exposure of people to severe noise levels?	—	—	<u>X</u>
7.	Light and Glare. Will the proposal: Produce new light or glare?	—	<u>X</u>	—
8.	Land Use. Will the proposal: Result in a substantial alteration of the present or planned land use of an area?	—	<u>X</u>	—
9.	Natural Resources. Will the proposal result in:			
	a. Increase in the rate of use of any natural resources?	—	—	<u>X</u>
	b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	<u>X</u>
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	—	<u>X</u>

		Yes	Maybe	No
12.	Housing. Will the proposal affect existing housing or create a demand for additional housing?	___	___	<u>X</u>
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	___	<u>X</u>	___
	b. Effects on existing parking facilities, or demand for new parking?	___	<u>X</u>	___
	c. Substantial impact upon existing transportation system?	___	<u>X</u>	___
	d. Alterations to present patterns of circulation or movement of people and/or goods?	___	___	___
	e. Alteration to waterborne, rail or air traffic?	___	<u>X</u>	___
	f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	___	<u>X</u>
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
	a. Fire protection?	___	<u>X</u>	___
	b. Police protection?	___	<u>X</u>	___
	c. Schools?	___	___	<u>X</u>
	d. Parks or other recreational facilities?	___	___	<u>X</u>
	e. Maintenance of public facilities, including roads?	___	___	<u>X</u>
	f. Other governmental services?	___	___	<u>X</u>
15.	Energy. Will the proposal result in:			
	a. Use of substantial amounts of fuel or energy?	___	___	___
	b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	___	___	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities?			<u>X</u>
a. Power or natural gas?			<u>X</u>
b. Communications systems?			<u>X</u>
c. Water?			<u>X</u>
d. Sewer or septic tanks?			<u>X</u>
e. Storm water drainage?		<u>X</u>	
f. Solid waste and disposal?			<u>X</u>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			<u>X</u>
b. Exposure of people to potential health hazards?			<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to the public?	<u>X</u>		
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?			<u>X</u>
20. Cultural Resources:			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?			<u>X</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?		<u>X</u>	

Yes   Maybe   No

21. Mandatory Findings of Significance:

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal eliminate important examples of the major periods of California history or prehistory?                          X
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)                          X
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).                          X
- d. Does the project have environmental effects which will cause substantial adverse effect on human beings, either directly or indirectly?                          X



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## 5. ENVIRONMENTAL EVALUATION

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### INTRODUCTION

The following environmental analysis is based on review of the proposed site plan maps, contacts with responsible agencies, review of literature pertinent to the site and surrounding area or the issues raised by project implementation, and the results of on-site reconnaissance.

The text is organized in the same order as the City of Lodi checklist. For those issues that require an understanding of the existing conditions on the site, a brief summary paragraph is provided. It should be noted that the checklist was filled out before the following analysis. Therefore, the following text serves to analyze the relative significance of the impact.

### ISSUES IDENTIFIED IN INITIAL STUDY AS NEEDING FURTHER EVALUATION

#### 1. EARTH

##### b. Disruptions

In order to construct the project, the site will need to be graded in preparation for overcovering with buildings and a parking lot. On-going agricultural use of the parcel has resulted in virtually level topography. Therefore, although some grading will be required to prepare the site, extensive earthwork will not be required. No export or import of soils is anticipated.

##### e. Wind or Water Erosion

Following project construction, any areas of soil which may remain will be landscaped to prevent erosion and enhance aesthetics. All stormwater runoff for the site will enter a storm drain system and be conveyed to Lodi Lake.

#### AIR

##### Air Emissions

As discussed in Appendix A-Air Quality Analysis, the general trend in the Lodi area is towards a gradual cumulative decline in regional air quality. Traffic related to the project will represent a minor and incremental decrease of overall regional air quality. So, although the project does not conflict with any policies contained in the San Joaquin County Air Quality Management Plan, overall growth in the Lodi area may result in exceedence of Plan goals.

Construction related impacts would consist primarily of dust during site preparation activities. Watering of the site will reduce this impact by approximately 50 percent. Regular use of tarpaulins on haul trucks and daily cleanup of street mud and dust at the project site will further reduce impacts.

### 3. WATER

#### b. Drainage

Following project construction, most of the site will be covered with impervious surfacing. As the parcel is currently in agricultural uses, very little runoff drains from the parcel. The increase in impervious surfacing will result in an increase in stormwater runoff. However, the parcel will not generate sufficient quantities of runoff to exceed the capacity of detention basins serving the site.

### 4. PLANT LIFE

#### d. Reduction in Acreage

The project site is currently used for agricultural vineyard and row crops. The use of the site for commercial uses will preclude further agricultural use of the site. The project is located within City boundaries and is designated for urban uses. The preemption of agricultural soils by City development has been addressed in previous planning documents and environmental review processes.

### 6. NOISE

#### a. Noise Levels

Noise levels in the project vicinity are primarily a function of vehicle noise. Appendix B presents a thorough discussion of existing and projected noise levels near the project site. The conclusion of this analysis was that the project itself will not generate significant operational noise levels, that project related traffic will generate a minor increment to area noise levels and that cumulative volumes of traffic resulting from buildout in Lodi will increase noise levels substantially. It was determined that the project building design and construction will need to anticipate these future noise volumes by implementing appropriate insulation and design features (i.e., windows oriented away from area roadways where feasible). Table 5-1 presents a general overview of noise levels and their effects on human beings.

Construction related noise will be an unavoidable but short term result of the project.

### 7. LIGHT AND GLARE

The project will require night lighting. The configuration of the development will result in landscaped buffers along the west and south property lines, where the truck

**TABLE 5-1**  
**WEIGHTED SOUND LEVELS AND HUMAN RESPONSE**

SOUND SOURCE	dB(A)	RESPONSE CRITERIA
Carrier Deck Jet Operation	150 <b>140</b> 130	Painfully Loud Painfully Loud Limit Amplified Speech
Jet Takeoff (200 feet)	120	Maximum Vocal Effort
Discotheque	120	Maximum Vocal Effort
Auto Horn (3 feet)	120	Maximum Vocal Effort
Riveting Machine	110	Maximum Vocal Effort
Jet Takeoff (2,000 feet)	100	Very Annoying
Shout (0.5)	100	Very Annoying
N.Y. Subway Station	100	Very Annoying
Heavy Truck (50 feet)	90	Hearing Damage (8 hours)
Pneumatic Drill (50 feet)	<b>90</b>	Hearing Damage (8 hours)
	80	Annoying
Freight Train (50 feet)	70	Telephone Use Difficult
Freeway Traffic (50 feet)	70	Telephone use Difficult
Air Conditioning Unit (20 feet)	60	Intrusive
Light Auto Traffic (50 feet)	60	Intrusive
	50	Quiet
Living Room	40	Quiet
Bedroom	40	Quiet
Library	40	Quiet
Soft Whisper (15 feet)	30	Very Quiet
Broadcasting Studio	20	Very Quiet
	10	Just Audible
	0	Threshold of Hearing

Typical A-Weighted sound levels taken with a sound-level meter and expressed as decibels on the scale. The "A" scale approximates the frequency of the human ear.

Source: U.S. Council on Environmental Quality 1970.

loading and unloading areas will be located. These areas could require night lighting if after-hour deliveries to the loading docks are to occur.

Parking areas in the center of the project will also be screened from Turner Road and Lower Sacramento Road by landscaping and buildings. In both cases, loading and parking areas, the installation of lighting fixtures which focus the light source onto the area of activity and away from surrounding areas should be required. Attention to detail in the design review process will be sufficient to preclude the creation of glare on properties to the west and south which will ultimately be developed in residential uses.

## 8. LAND USES

The City of Lodi General Plan currently designates the project site as Professional Office. The conversion of the parcel to Shopping Center (C-S) represents a departure from the original land use contemplated for the area. However, the land directly opposite the site, at Woodhaven Lane and Turner Road, is a commercial shopping center. Together these two parcels, along with a small area at Turner Road and Rutledge Drive, constitute the only shopping center uses west of Ham Lane and north of Lodi Avenue. Development of this area in shopping uses will serve the northwestern section of Lodi and Woodbridge and minimize cross town commuting for essential services. The land use itself is not in compatible with existing or proposed uses assuming that it is appropriately designed and landscaped.

## 13. TRANSPORTATION/CIRCULATION

Figure 2-2 in the Project Description provides a map showing the location of the proposed project. Access to the project site is planned to be provided via Turner Road and Lower Sacramento Road. The critical intersections analyzed in this report were determined from discussions with the City of Lodi staff. These intersections are listed below:

- ✖ Turner Road and north Lower Sacramento Road
- ✖ Turner Road and Lower Sacramento Road/Woodhaven Lane
- ✖ Woodhaven Lane and Eilers Lane
- ✖ Lower Sacramento Road and West Elm Street
- ✖ Lower Sacramento Road and West Lodi Avenue/Sargent Road

Lower Sacramento Road is a two-lane roadway connecting Lodi to the City of Stockton to the south and to the City of Galt to the north. Turner Road, Elm Street, and Lodi Avenue are major east/west collectors going through the City of Lodi. In the vicinity of the project site, Turner Road has two lanes. The intersection of Turner Road and north Lower Sacramento Road is signalized.

Woodhaven Lane is a two-lane street that extends north from Turner road to about one hundred feet north of Eilers Lane where it dead ends. A bridge is planned to be constructed over the Woodbridge Irrigation Canal in the near future which will connect Woodhaven Lane with Chestnut Street in Woodbridge. The intersection of

Woodhaven Lane and Eilers Lane was assumed to be controlled by a STOP-sign on Eilers Lane at Woodhaven Lane after the construction of this bridge.

West Elm Street is a two-lane roadway which is wide enough to accommodate four lanes. This road is controlled by a STOP-sign at its intersection with Lower Sacramento Road. The intersection of Lower Sacramento Road and West Elm Street meets the traffic signal warrants at the present time and is number five on the list of the intersections waiting to be signalized in Lodi.

The intersection of Lower Sacramento Road and West Lodi Avenue/Sargent Road also meets the traffic signal warrants and it is number two on the priority list of the intersections to be signalized. This intersection is currently controlled by STOP-signs on all four approaches.

P.M. peak hour turning movement counts were conducted by TJKM in July 1987 at the intersections of Turner Road and Lower Sacramento Road/Woodhaven Lane, Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road. To update these counts, appropriate growth rates were applied. The turning movement counts for the remaining intersections were obtained from the City of Lodi.

To analyze the signalized and four-way STOP-sign-controlled intersections, the critical movement summation method of capacity analysis was used. This method involves consideration of "critical" (or high volume) conflicting movements and is based on information from a number of sources including *Highway Capacity Manual*, Special Report 209, Transportation Research Board, 1985.

The volume-to-capacity (V/C) ratio is an indication of the level of service (LOS) at which an intersection is operating. The LOS classification system is a scale which ranks street, highway, and intersection operations based on the amount of traffic and traffic operations. A complete description of the system is included in the *Highway Capacity Manual* (special Report 209) Highway Research Board, 1985. Briefly, the level of service ranking system is a scale with a range of A through F (See Table 5-2). Level A represents free flow conditions and level F represents jammed or capacity conditions. The relationship of V/C ratio to level of service is given in Table 5-2.

For the existing conditions, the intersection of Lower Sacramento Road and West Elm Street was analyzed using the unsignalized method of capacity analysis. This analysis utilizes a computer program written by the Institute of Transportation Studies at the University of California, Berkeley, and is in accordance with the 1985 *Highway Capacity Manual*.

Table 5-3 shows the existing P.M. peak hour traffic conditions at the study intersections. Also, shown on this table are the projected levels of service at these intersections after the construction of the Chestnut bridge over the Woodbridge Irrigation Canal. It was projected that approximately 400 cars would use this bridge to travel to and from Woodbridge during the P.M. peak hour. The intersections of Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road are presently operating at unacceptable levels of service. These intersections meet the traffic signal warrant criteria and are on the

**TABLE 5-2**  
**LEVEL OF SERVICE FOR URBAN AND SUBURBAN ARTERIAL STREETS**

<b>LEVEL OF SERVICE</b>	<b>DESCRIPTION</b>	<b>VOLUME TO CAPACITY RATIO*</b>
<b>A</b>	Free flow. Very slight or no delay. If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Turning movements are easy, made, and nearly all drivers find freedom of operation.	0.00-0.60
<b>B</b>	Stable flow. Slight delay. If signalized, an occasional approach phase is fully utilized. Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles. This level is suitable operation for rural design purposes.	0.61-0.70
<b>C</b>	Stable flow. Acceptable delay. If signalized a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle. Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
<b>D</b>	Approaching unstable flow. Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur. Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
<b>E</b>	Unstable flow. Intolerable delay. Delay may be great, up to several signal cycles. There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
<b>F</b>	Forced flow. Excessive delay. Intersection operates below capacity. Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies

References: *Highway Capacity Manual*, Special Report No. 209, Transportation Research Board, 1985.  
*Highway Capacity Manual*, Special Report No. 87, Highway Research Board, 1965.  
TJKM.

In general, volume-to-capacity (V/C) ratios cannot be greater than 1.00, unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

**TABLE 5-3**  
**EXISTING TRAFFIC CONDITIONS**

<u>INTERSECTION</u>	<u>EXISTING CONDITIONS</u>		<u>EXISTING CONDITIONS W/ CHESTNUT BRIDGE</u>	
	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>
Turner & Lower Sacramento	C	0.72	B	0.63
Turner & Lower Sacramento/ Woodhaven	A	0.44	A	0.45
Woodhaven & Ellers	—	—	A*	
Lower Sacramento & West Elm	D*	—	D*	—
Lower Sacramento & West Lodi/Sargent	D	0.81	D	0.81

\* Unsignalized method of capacity analysis.

City's priority list to be signalized. Conditions at these intersection will improve to acceptable levels when they are signalized.

a. Generation

To determine the impacts of the proposed Winepress Shopping Center, a trip generation analysis was performed for this project. The trips generated by this development were then distributed and assigned onto the surrounding streets.

The trip generation rates for this study were obtained from the Institute of Transportation Engineers (ITE), *Trip Generation*, fourth Edition, 1987.

According to *Trip Generation*, approximately 40 percent of the trips generated by a shopping center of this size involve vehicles passing by on their way to another destination. These "pass-by" trips come directly from the traffic stream passing the development on the adjacent street system. The amount of "pass-by" trips estimated to enter and exit a shopping center does not affect the driveway volumes but does affect the amount of traffic added to the adjacent street system.

Table 5-4 shows the number of new and "pass-by" trips generated by the proposed Winepress Shopping Center. Also shown on this table is the number of trips generated by the existing designation for the project site. It can be seen from this table that, when compared to the existing designation, the proposed project would generate 3,324 additional new trips per day, with 188 additional new trips during the P.M. peak hour.

A trip distribution pattern based on likely origins and destinations for trips both leaving and entering the site was developed for the proposed project. Table 5-5 shows this distribution pattern. Based on the percentages shown on this table, the traffic generated by the project was distributed and assigned on to the street system.

TABLE 5-5  
TRIP DISTRIBUTION PATTERN

North	South	East	West
20	35	30	15

To evaluate the impacts of this proposed Winepress Shopping Center, a P.M. peak hour analysis was performed for the intersections of Turner Road and north Lower Sacramento Road, Turner Road and Lower Sacramento Road/Woodhaven Lane, Woodhaven Lane and Eilers Lane, Lower Sacramento and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road. This analysis included determination of levels of service for existing, existing plus project and cumulative plus project conditions.



## TRW GENERATION ANALYSIS

**Notes:**  
TE = Trip Ends  
SF = Square Feet  
KSF = 1,000 Square Feet

Results of the intersection capacity analysis for this study are shown on Table 5-6. The existing and cumulative traffic volumes are shown in Figure 5-1. The turning movement volumes at the study intersections are shown on Figures 5-2 and 5-3.

It can be seen from Table 5-6 that the intersections of Lower Sacramento Road with West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road are operating at unacceptable Level of Service D under the existing conditions with or without the proposed project. It can also be seen from this table that the proposed project would not have significant impact on the study intersections.

To evaluate the need for a traffic **signal** at the intersections of Turner Road and Lower Sacramento Road/Woodhaven Lane and Woodhaven Lane and Eilers Lane a signal warrant analysis was performed. The results of this analysis is shown on Table 5-7.

**TABLE 5-7**  
**SIGNAL WARRANT ANALYSIS**

Intersection	Existing Conditions W/Chestnut Bridge Warrant	Existing + Project W/Chestnut Bridge Warrant	Cumulative+ Project W/Chestnut Bridge Warrant
Turner & Lower Sacramento/Woodhaven	No	No	Yes
Woodhaven & Eilers	No	No	No
<b>Notes:</b> Yes = Meets warrant No = Does not meet warrant			

The intersections of Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road are presently operating at unacceptable levels of service. These intersections meet the traffic signal warrant criteria and are on the city's priority list to be signalized. Conditions at these intersection will improve to acceptable levels when they are signalized.

It should be noted that according to the Specific Plan for the City of Lodi, Lower Sacramento Road is planned to be a divided roadway with raised median in front of the project site. The Specific Plan would need to be revised to allow for median openings for the project access points.

TABLE 5-6

## SUMMARY OF CAPACITY ANALYSIS P.M. PEAK HOUR

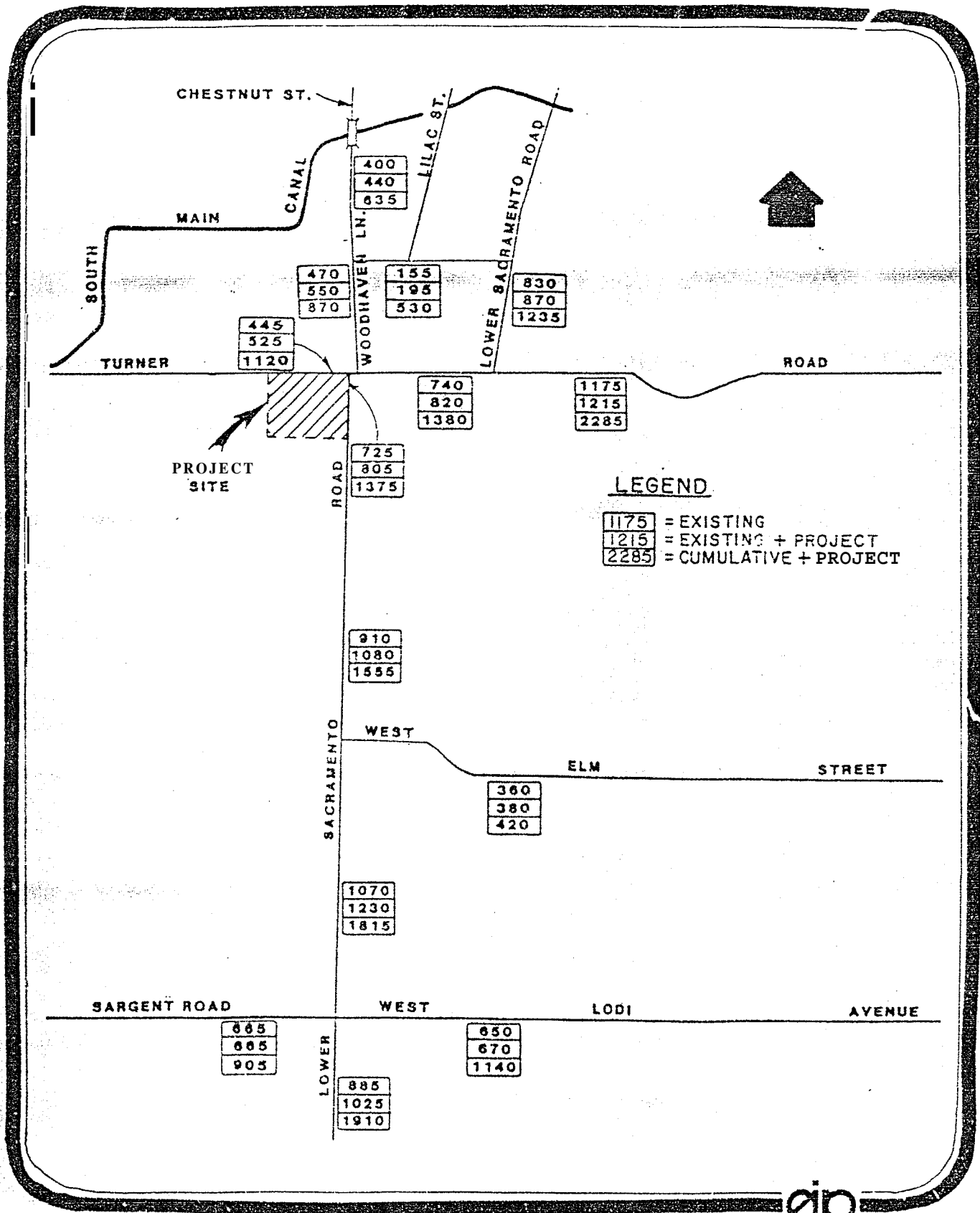
<u>INTERSECTION</u>	<u>EXISTING CONDITION W/ CHESTNUT BRIDGE</u>		<u>EXISTING + PROJECT W/ CHESTNUT BRIDGE</u>		<u>CUMULATIVE + PROJECT W/ CHESTNUT BRIDGE</u>	
	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>
Turner & Lower Sacramento	B	0.63	B	0.65	D	0.86
Turner & Lower Sacramento/ Woodhaven	A	0.45	A	0.50	C	0.78
Woodhaven & Eilers	A*		A*		D*	
Lower Sacramento & West Elm	D*		D*		B**	0.66
Lower Sacramento & West Lodi/Sargent	D	0.81	D	0.87	D**	0.87

\* Unsignalized method of capacity analysis.

\*\* This intersection was assumed to be signalized under the cumulative conditions.

# PM PEAK-HOUR TRAFFIC VOLUMES W/CHESTNUT BRIDGE

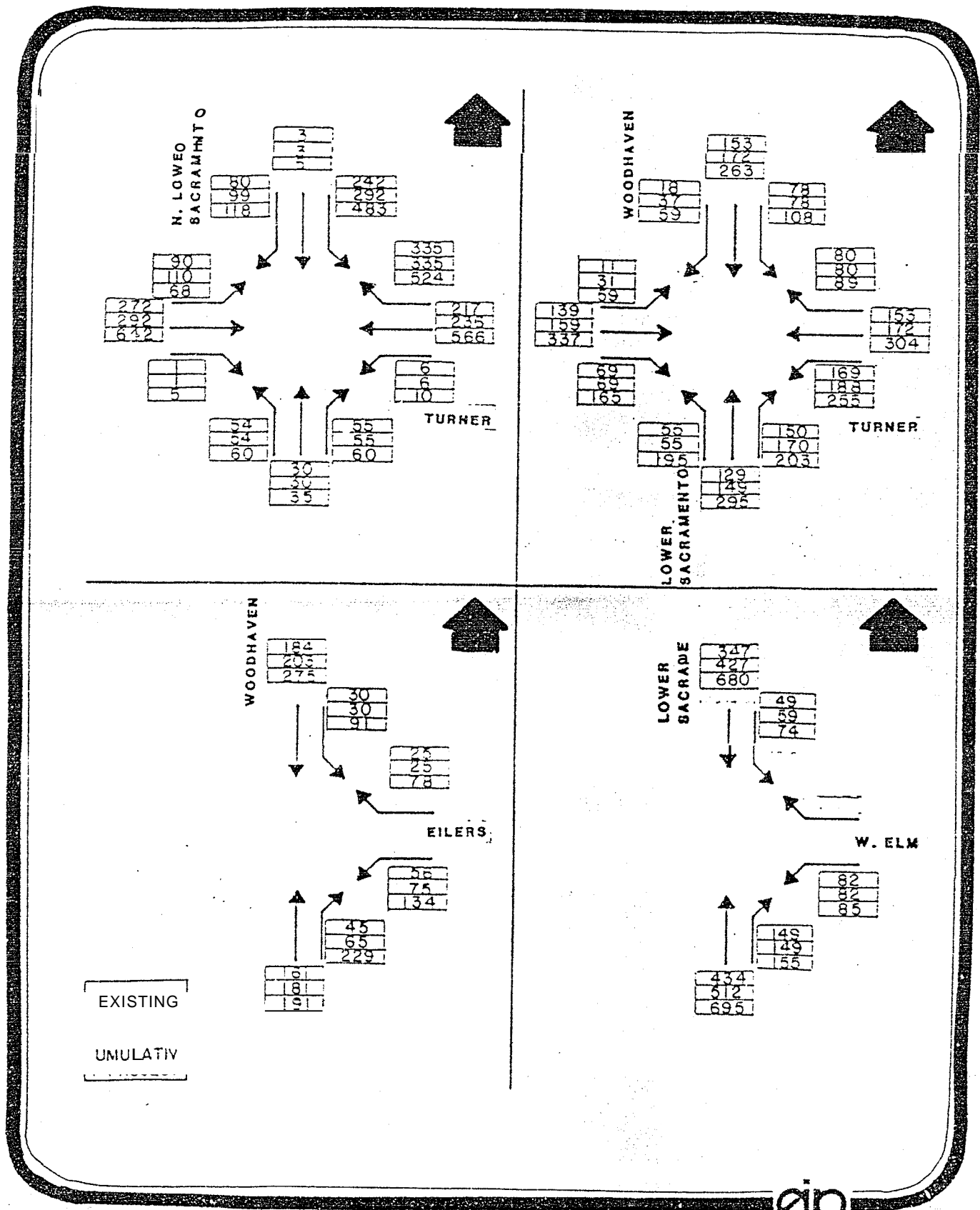
FIGURE 5-1



SOURCE: TJKM

# PM PEAK HOUR TURNING MOVEMENTS W/ CHESTNUT BRIDGE

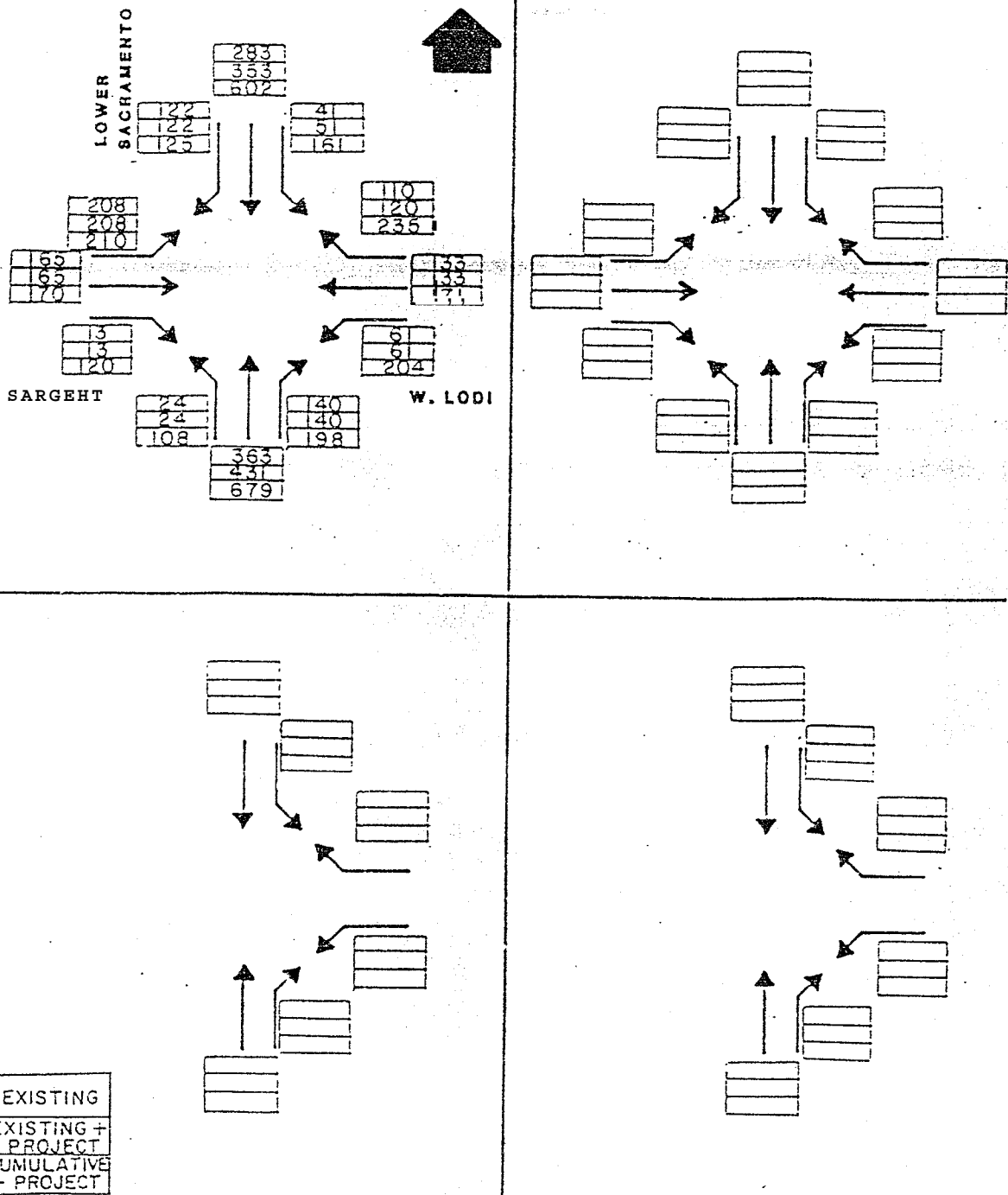
FIGURE 5-2



SOURCE TJKM

# PM PEAK HOUR TURNING MOVEMENTS W/ CHESTNUT BRIDGE

FIGURE 5-3



SOURCE: TJKM

In addition, as part of the Specific Plan, frontage roads are proposed on the east and west sides of Lower Sacramento Road. It is recommended that the west frontage road end at a cul-de-sac prior to reaching the project site.

There are no mitigation measures recommended due to the proposed project.

b. Parking

The project proponent intends to construct 476 parking spaces. This exceeds the zoning requirement of 456 spaces and will adequately serve the needs of the development.

c. Transportation System

The projected future traffic volume used for this study were obtained from the City of Lodi Transportation Model developed by TJKM. This model was prepared by generating future daily traffic volumes for the City of Lodi study using the urban transportation package for microcomputers (MINUTP). The future land uses assumed in the city-wide traffic study were the build-out of area within the existing city limits and estimates of possible development in the General Plan boundaries around the city.

The proposed Winepress Shopping Center was also included in the City of Lodi Transportation Model. Therefore, the volumes obtained from this model were used to analyze the cumulative plus project traffic conditions. The p.m. peak hour turning movement volumes were estimated to be 10 percent of the daily traffic volumes. In addition, since the Chestnut Bridge is planned to be constructed in the near future, the cumulative analysis was performed with this bridge.

Under the cumulative plus project conditions the intersections of Turner Road and north Lower Sacramento Road, and Lower Sacramento Road and West Lodi Avenue/Sargent road would be operating at Level of Service D. It should be noted that this LOS would occur even without the proposed project.

As can be seen from Table 5-7, the intersection of Turner Road and Lower Sacramento Road/Woodhaven Lane would meet the traffic signal warrant criteria under the cumulative plus project conditions.

The following mitigation measures would be required to mitigate traffic conditions occurring after the build-out of the study area, and are in addition to the improvements needed under existing conditions. It should be noted that these measures will be required even without the proposed project.

Mitigation Measures

1. Signalize the intersection of Turner Road and Lower Sacramento Road/Woodhaven Lane.
2. Widen the westbound approach of the intersection of Turner Road and north Lower Sacramento Road to accommodate a separate right-turn lane, two through lanes, and a left-turn lane.

3. Widen the intersection of Lower Sacramento Road and West Lodi Avenue/Sargent Road to accommodate a left-turn lane, a through lane, and through/right-turn lane on the northbound and southbound approaches.
4. Add a right-turn lane to the northbound approach of the intersection of Woodhaven and Eilers Lane.
5. Widen Lower-Sacramento Road between Turner Road and Kettleman Lane to four lanes.
6. Improve the intersection of Lower Sacramento Road and West Elm Street to accommodate a through lane and a shared through/right-turn lane on the northbound approach, and a left-turn lane and two through lanes on the southbound approach.

Table 5-8 shows the mitigated capacity analysis for this study.

d. Circulation/Movement

The project will not create any new roads or intersections. Approximately forty percent (40%) of the traffic drawn to the site will be a result of "drive-by" of existing traffic rather than creating a significant new component to the overall circulation pattern.

14. PUBLIC SERVICES

a & b. Fire/Police

The project will result in a commitment from the City to provide necessary protection. Consultation with the affected agencies during the final site planning stages will insure that agency's suggestions to improve safety and serviceability are met.

16. UTILITIES

e. Drainage

The project will result in increased stormwater drainage as the site is covered with building and parking surfaces. Storm drain facilities in the area will be sufficient to accommodate the increased runoff.

IS. AESTHETICS

Construction of the project will change the character of the site from open agriculture and office uses to a developed shopping center. The Wine and Roses Bed and Breakfast is located to the north of the project site and is screened by heavy vegetation.



TABLE 5-8  
MITIGATED **CAPACITY** ANALYSIS P.M. PEAK HOUR

<u>INTERSECTION</u>	EXISTING CONDITION W/ CHESTNUT BRIDGE		EXISTING + PROJECT W/ CHESTNUT BRIDGE		CUMULATIVE + PROJECT W/ CHESTNUT BRIDGE	
	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>V/C</u>
Turner & Lower Sacramento	N/A	N/A	N/A	N/A	B	0.70
Turner & Lower Sacramento/ Woodhaven	N/A	N/A	N/A	N/A	C	0.72
Woodhaven & Eilers	N/A	N/A	N/A	N/A	C*	
Lower Sacramento & West Elm	A	0.45	A	0.50	A	0.48
Lower Sacramento & West Lodi/Sargent	B	0.61	B	0.65	C	0.73

\* Unsignalized method of capacity analysis.

N/A = No improvements are recommended for this Intersection.

The site plan includes landscaping along the entire perimeter of the site, with particular emphasis to the areas along Turner and Lower Sacramento Roads. Careful integration of landscaping and the structures proposed along Turner Road will serve to minimize any conflicts. Design treatment consideration should be given to the portions of the structures facing Turner Road and Lower Sacramento Road to prevent the construction of "blank walls" facing these roadways.

21. MANDATORY FINDINGS OF SIGNIFICANCE

a. Degradation

The project will not affect either the habitat or individuals of any rare or endangered plant or animal species.

b. Short-Term Goals

The project will not generate any significant long-term adverse effects for the following reason: the on-site development will not generate any adverse effect.

c. Cumulative

Although use of the site will increase and change in nature and the lake will increase, it does not appear that the use will generate any significant impacts. As discussed in an item-by-item basis in sections 1-20, the impacts of the project will be localized, will not exceed standards, will not create any secondary impacts and will not degrade the local environment.

d. Humans

As stated in 20e, the project will not generate any substantial effects on human beings.

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## 6. REPORT PREPARATION

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This EIR has been prepared by EIP Associates, Inc. under contract to the City of Lodi. The consultants who prepared each section are listed below.

Kate Burdick

Geoff Hornek

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Miscellaneous Sections

Air Quality/Noise

Traffic

Graphics and production provided by:

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## 7. APPENDICES

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## *APPENDIX A-AIR QUALITY ANALYSIS*

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# WINEPRESS SHOPPING CENTER EIR

## AIR QUALITY

### SETTING

#### Regulatory Background

The 1970 Clean Air Act gave the U.S. Environmental Protection Agency (EPA) the authority to set federal ambient air quality standards. The Act indicated the need for primary standards to protect public health and secondary standards to protect public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage. It also required that the federal standards be designed to protect those people most susceptible to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by illness, and persons engaged in strenuous work or exercise (all termed "sensitive receptors"). In 1971, the EPA established federal standards for five major "criteria" /1/ air pollutants: photochemical oxidants (ozone), carbon monoxide (CO), suspended particulates (n.b., originally the standard applied to particulates of any diameter, termed total suspended particulates or TSP, but the standard was recently changed to apply only to particulates less than 10 microns in diameter, termed PM<sub>10</sub>), nitrogen dioxide (NO<sub>2</sub>), and sulfur dioxide (SO<sub>2</sub>). State standards were established in California starting in 1969, pursuant to the Mulford-Carrell Act. The state and federal standards, given in Table A, provide acceptable durations for specific contaminant levels in order to protect sensitive receptors from adverse effects.

TABLE A: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	Federal Secondary Standard	California Standard
Ozone	1-hour	0.12 ppm	0.12 ppm	0.10 ppm
Carbon Monoxide	1-hour	35.0 ppm	35.0 ppm	20.0 ppm
	8-hour	9.0 ppm	9.0 ppm	9.0 ppm
Nitrogen Dioxide	1-hour	---	---	0.25 ppm
	annual	0.05 ppm	0.05 ppm	---
Sulfur Dioxide	1-hour	---	---	0.5 ppm
	24-hour	0.14 ppm	---	0.05 ppm
	annual	0.03 ppm	---	---
Suspended Particulates/1/	24-hour	150 ug/m <sup>3</sup>	---	50 ug/m <sup>3</sup>
	annual	50 ug/m <sup>3</sup>	---	30 ug/m <sup>3</sup>

ppm = parts per million, ug/m<sup>3</sup> = micrograms per cubic meter

/1/. State and federal standards are for particulate material less than 10 microns in diameter, usually designated PM<sub>10</sub>.

The 1977 Clean Air Act Amendments required that each state identify areas within its borders (i.e., non-attainment areas) that do not meet federal primary standard and devise a State Implementation Plan (SIP), subject to EPA approval, to attain federal primary standards no later than 1987. The California standards do not have specific attainment dates.

The California Air Resources Board (CARB) coordinates and oversees both state and federal air pollution control programs in California. As part of this responsibility, the CARB monitors existing air quality, establishes state standards (which in many cases are more stringent than federal standards, as shown in Table A), limits allowable emissions from vehicular sources, and is responsible for putting together the SIP. The CARB has divided the State into many single and multi-county air basins. Authority for air quality management within them has been given to local Air Pollution Control Districts (APCD) which develop local non-attainment plans within their jurisdiction. The San Joaquin Valley has been designated as an air basin by the CARB but no single APCD has jurisdiction over the whole Valley. At the northern end of the San Joaquin Valley, San Joaquin has its own XPCD, the San Joaquin County APCD.

#### Air Quality Problems and Trends in the San Joaquin Valley

The CARB and the local APCD's operate a number of ambient air quality monitoring stations throughout the Valley which measure the ambient concentrations of the above-mentioned pollutants. The data show a general trend of worsening air quality as one moves from north to south in the Valley. On the basis of monitoring, all of the San Joaquin Valley is currently designated a non-attainment area for ozone, CO, 2nd TSP, while the portion of Kern County near Bakerfield is non-attainment for SO<sub>2</sub>. Federal standards for NO<sub>2</sub> are being met throughout the Valley. Table B summarizes the highest measured pollutant concentrations for ozone, CO, and particulates at monitoring stations in San Joaquin County (all located in Stockton) and shows how they compare with state and/or federal ambient air quality standards.

#### Air Quality Planning and Control in the Northern San Joaquin Valley

Planning for the attainment and maintenance of federal and state air quality standards San Joaquin County is the joint responsibility of the San Joaquin County Planning Department, the San Joaquin County APCD, and the San Joaquin County Council of Governments. Together they authored the San Joaquin County Air Quality Management Plan in 1982. The Plan was adopted and forwarded to the CARB for incorporation into the SIP.

The Plan analysis showed that the federal standard for ozone could be attained by a 28% or 27.2 tons/day ROG emission reduction between 1979 and 1987. A proportional rollback calculation used to determine the CO emission reduction needed for attainment indicated that a 9% or 27.7 tons/day reduction would be sufficient. Since the Plan projected ROG and CO emission reductions of 37% (36.9 tons/day) and 19% (59.6 tons/day) relative to the 1979 emission baseline, attainment seemed guaranteed.

TABLE B SAN JOAQUIN COUNTY AIR POLLUTANT DATA SUMMARY 1985-1987

POLLUTANT	STATION	STANDARD	1985	1986	1987
OZONE					
Highest 1-hour (ppm)	Stockton	0.12/0.10	0.14	0.14	0.16
Days > 0.12 ppm	(Mariposa)		5	3	1
Days ≥ 0.10 ppm			33	30	53
CARBON MONOXIDE					
Highest 1-hour (ppm)	Stockton	35.0/20.0	12.0	17.3	15.0
Days > 35.0 ppm	(Hazelton)		0	0	0
Days > 20.0 ppm			0	0	0
Highest 8-hour	Stockton	9.0	6.3	9.3	7.6
Days > 9.0 ppm	(Hazelton)		0	1	0
Highest 1-hour (ppm)	Stockton	35.0/20.0	13.0	19.0	16.0
Days > 35.0 ppm	(Claremont)		0	0	0
Days > 20.0 ppm			0	0	0
Highest 8-hour	Stockton	9.0	8.4	12.1	12.9
Days > 9.0 ppm	(Claremont)		0	1	1
PARTICULATES					
Highest 24-hour TSP	Stockton	150.0	229	233	200
Days > 150 ug/m <sup>3</sup>	(Hazelton)		5	2	4
Annual average TSP		60.0	94.9	80.6	83.7
Year > 60 ug/m <sup>3</sup>			Yes	Yes	Yes
Highest 24-hour PM <sub>10</sub>	Stockton	50.0	114	196	158
Days > 150 ug/m <sup>3</sup>	(Hazelton)		0	1	1
Annual average PM <sub>10</sub>		30.0	48.0	45.9	43.6
Year > 50 ug/m <sup>3</sup>			No	No	No

ppm = parts per million; ppb = parts per billion; ug/m<sup>3</sup> = micrograms per cubic meter

SOURCE: California Air Quality Data, California Air Resources Board, 1985-1987

However, readings in excess of the federal ozone the CO standards were still being recorded in San Joaquin County in 1987. Since one exceedance of the federal standards per year is not considered a violation, San Joaquin County can claim to have met the Clean Air Act deadline. However, since the highest readings exceed the federal standards by a significant margin, the County cannot claim to have eliminated the potential for future standard violations. This potential can be expected to grow as the years go on because population and employment in San Joaquin County is growing faster than anticipated under Plan assumptions.

The <sup>Plan</sup> ~~ACMP~~ made no recommendations of measures to reduce emissions of particulate matter so that the federal secondary standard for TSP could be attained.



## WINEPRESS SHOPPING CENTER FIR

### ATR QUALITY

#### IMPACTS

Project air quality impacts comprise two categories: temporary impacts due to project construction and long-term impacts due to project operation. Impacts in each category can be classed as having effects on regional or local scales.

#### Construction Impacts

##### Regional and Local Scale

Construction activities would temporarily increase TSP and PM<sub>10</sub> concentrations near the project site. Equipment and vehicles generate dust during clearing, excavation and grading. Construction vehicle traffic on unpaved surfaces also generates dust, as would wind blowing over exposed earth.

It is not possible to estimate accurately the PM<sub>10</sub> concentrations that would occur at or adjacent to the construction sites because such concentrations are very sensitive to local meteorology and topography and to variations in soil silt and moisture content. However, EPA measurements taken during apartment and shopping center construction in the southwestern United States provide a rough indication of the amount of particulate emissions. These measurements indicate that approximately 1.2 tons of dust are emitted per acre per month of construction activity./3/ The EPA estimates that about 45% of this dust is comprised of large particles, which settle out rapidly on nearby horizontal surfaces. Large diameter particulates generated by construction are, therefore, of concern more as a soiling nuisance rather than for its unhealthful impacts. Unless mitigated, the remaining fraction of PM<sub>10</sub> may cause standard violations in the vicinity of the construction site.

Construction equipment and worker commute vehicles would emit exhaust at the construction sites thereby contributing to the regional pollutant totals. Because vehicle/equipment emissions would be relatively small in comparison to operational emissions, they would not be significant on the regional scale. Unless mitigated, equipment emissions may cause spot violations of the CO standards in the site vicinity. Odors of construction equipment exhaust would probably be noticeable in the environs of the project site for the duration of construction.

#### Operational Impacts

##### Regional Scale

Once the project is complete, emissions from vehicles associated with project operation would add to the regional totals. The traffic-related project ROG and NO<sub>x</sub> emissions would be 0.031 and 0.050 tons per day, respectively, as shown in Table G. ROG and NO<sub>x</sub> are chemical precursors to ozone and the Plan focused on ROG emissions reduction as the primary way to reduce regional ozone levels. Ordinarily, an ROG emissions increment of 0.031 tons/day to a regional total of 61 tons/day would not cause a measurable increase in ozone. However, despite the ROG emission control measures currently in force, ozone remains a problem in San Joaquin County. It is also very probable that ozone levels will increase and additional

violations of the federal standard will occur in future years, if San Joaquin's higher-than-anticipated population growth continues. Although the project would not directly conflict with any of the strategies contained in the Plan, by serving a higher population base in San Joaquin County, it would be a contributor to any future ozone problem in the County.

TABLE G: EMISSIONS FROM PROJECT GENERATED TRAFFIC (TONS/DAY)

Pollutant	Project/a/	San Joaquin County 2000/b/
Carbon Monoxide	0.475	238
Reactive Organics	0.031	61
Nitrogen Oxides	0.050	63

/a/ Emissions due to vehicular sources were estimated by using the California Air Resources Board (CARB) URBEMIS2 model. An average vehicle speed of 22 mph, 2000 vehicles per hour for CO and 700 for ROG and NOx were assumed.

/b/ Countywide vehicular emissions were obtained from the CARB.

#### Local Scale

The project has the potential for affecting local CO levels, especially near busy intersections. CO concentrations were estimated for existing traffic conditions, future traffic conditions without the project, and future traffic conditions with the project by separately estimating the background and local CO components for each case. The background component was obtained from CARB/APCD monitoring data and the local components were estimated by using the CALINE4 model (see Appendix A for a listing of modeling assumptions). The components were then added to obtain the total CO concentration. Table H shows the worst-case curbside CO concentrations at the three intersections where project traffic is expected to have the greatest impact.

Modeling shows violations of the eight-hour CO standard at all three intersections. It also shows little prospect for significant improvement over the next 12 years. Increases in traffic volumes due to the project and other developments would largely cancel out the beneficial effects of reduced vehicular emissions and traffic flow improvements. However, the project increment to total CO levels would be small in comparison to the contribution of cumulative traffic.

TABLE H : WORST CASE CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS IN THE PROJECT VICINITY (IN PPM)

Intersection	Averaging Time	Existing 1988	Without Project 2000	With Project	
				Unmitigated 2000	Mitigated 2000
Turner/ tower Sacramento	1-hr.	18.9	19.7	19.9	18.3
	8-hr.	<u>11.2</u>	<u>11.7</u>	<u>11.8</u>	<u>10.7</u>
Lower Sacramento/ West Elm	1-hr.	19.3	17.5	18.0	17.2
	8-hr.	<u>11.4</u>	<u>10.1</u>	<u>10.5</u>	<u>9.9</u>
Lower Sacramento/ West Lodi/Sargent	1-hr.	19.7	<u>20.4</u>	<u>21.1</u>	19.9
	8-hr.	<u>11.7</u>	<u>12.2</u>	<u>12.7</u>	<u>11.8</u>
Background	1-hr.	12.0	12.0	12.0	12.0
	8-hr.	6.3	6.3	6.3	6.3
Standards	1-hr.	20.0	20.0	20.0	20.0
	8-hr.	9.0	9.0	9.0	9.0

The tabulated concentrations are the sums of a background component, which includes the cumulative effects of all CO sources in the project vicinity, and a local component, which reflects the effects of vehicular traffic on roadways in the vicinity of the intersection. Future background components were obtained by reviewing CO monitoring data from the nearest CARB/APCD monitoring station. Local components were obtained by using the CALINE4 air quality model. EMFAC7PC vehicular emission rates, traffic data provided by TJKM Associates, and parameters characteristic of worst-case dispersion meteorology in the San Joaquin Valley were used as input to the model (see Appendix A for a summary of the input data and a discussion of the methodology used in choosing the CO background). Standard violations are underlined

#### MITIGATION MEASURES

Dust emissions related to construction can be reduced approximately 50% by watering exposed earth surfaces during excavation, grading and construction activities. All construction contracts should require watering in late morning and at the end of the day; the frequency of watering should increase if wind speeds exceed 15 mph. Conditions of approval should also require daily cleanup of mud and dust carried onto street surfaces by construction vehicles. Throughout excavation, haul trucks should use tarpaulins or other effective covers. Upon completion of construction, contractors should take measures to reduce wind erosion. Replanting and repaving should be completed as soon as possible. Unnecessary idling of construction equipment should be avoided.

Cumulative growth in San Joaquin County and Lodi should be limited or additional air quality control measures should be adopted by the APCD to reduce the County ROG and CO emissions.

# ----- CALINE4 INPUT DATA AND ASSUMPTIONS -----

## Meteorology

Wind Speed	1 meter per second
Wind Angle	CALINE4 finds worst case
Stability	Pasquill-Turner class F
Mixing Height	1000 meters
Averaging Time	1 hour
Surface Roughness	108 centimeters
Temperature	50 degrees F

## Traffic

Traffic volumes and other data taken from the traffic analysis by TUKM Associates. The speeds assigned to vehicles, as shown below, reflected the LOS-dependent delays experienced at intersections according to data supplied by the Highway Capacity Manual:

LOS	Delay (sec.)	Avg. Speed (mph)
A	16	20
B	22	20
C	2%	15
D	35	15
E	40	15
F	>40	10

## Emission Factors

Emission factors given below were generated by the CARB's EMFAC7PC computer program.

	<u>At 10 mph</u>	<u>At 15 mph</u>	<u>At 20 mph</u>
1988	63	48	37
2000	39	30	24

## CO Background Concentration

Because no CO monitoring is being done in Lodi, no data on the CO background in the vicinity of the project is readily available. Consequently, data from the closest CARB/APCD monitoring stations, the Mariposa, Hazelton, and Claremont stations in Stockton, were examined. Since Lodi is a smaller city than Stockton, the existing CO background is probably lower than Stockton's. The lowest of the highest CO concentrations measured in Stockton (i.e., the 1985 readings at the Hazelton station, 12.0 ppm one-hour and 6.3 ppm eight-hour) were used as the existing CO background for the project vicinity. The CO background was assumed to remain at present levels over the next 12 years. Data from Stockton's Hazelton station was used over data from the Claremont station because the concentrations were lower and, therefore, less likely to be influenced by strong local sources.

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*APPENDIX B-NOISE ANALYSIS*

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## WINEPRESS SHOPPING CENTER

## NOISE

## SETTING

The human response to environmental noise is subjective and varies considerably from individual to individual. The effects of noise can range from interference with sleep, concentration, and communication, to the causation of physiological and psychological stress, and, at the highest intensity levels, to hearing loss. Excessive noise can also adversely affect farm animals and wildlife. Listed below are several examples of the noise levels associated with common situations, given in A-weighted decibels (abbreviated dBA; an explanation of the decibel scale and other essential aspects of acoustics can be found in Appendix A):

Jet takeoff at 200 feet	125 dBA
Discotheque	115 dBA
Motorcycle at 20 feet	110 dBA
Freight train at 50 feet	95 dBA
Freeway traffic at 50 feet	80 dBA
Vacuum Cleaner	70 dBA
Average Office	50 dBA
Library	40 dBA
Recording Studio	20 dBA
Leaves rustling	10 dBA

Environmental noise fluctuates in intensity over time and several descriptors of time-averaged noise levels are in use. The two most common are  $L_{dn}$  and CNEL.  $L_{dn}$ , the day-night average noise level, is the 24-hour average of the noise intensity, with a 10 dBA "penalty" added during night hours (10:00 PM to 7:00 AM) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to  $L_{dn}$ , but adds an additional 5 dBA penalty to evening noise (7:00 PM to 10:00 PM).

In order to limit population exposure to physically and/or psychologically damaging noise levels, the State of California, the various County governments, and most municipalities in the State have established standards and ordinances to control noise.

The California Department of Health Services' (DHS) Office of Noise Control has studied the correlation of noise levels and their effects on human activity associated with different land uses. San Joaquin County and the City of Lodi have adopted a set of land use compatibility guidelines based on DHS findings; these guidelines are presented in Table A. The Table shows the noise levels (in this case,  $L_{dn}$ ) below which certain land uses would be compatible with the exterior noise environment with no special noise abatement requirements (i.e., for residential and commercial uses,  $L_{dn}$ 's of 60 dBA and 70 dBA, respectively). It also shows the noise levels above which the land use would be considered unacceptable due to the difficulty of providing the needed noise abatement (i.e., for residential and commercial uses,  $L_{dn}$ 's of 75 dBA and 85 dBA, respectively). Finally, the Table indicates that there is often a large range of exterior noise levels with which a land use could be made compatible if the necessary noise abatement features are included in the design (i.e., for residential and commercial uses, noise ranging from 60 dBA to 75 dBA and from 70 dBA to 85 dBA; respectively, could be accommodated by

including adequate abatement features).

TABLE A: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure L <sub>dn</sub> or CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family, Duplex, and Mobile Homes	a	a/b	b	b	c	d	d
Residential - Multi-Family	a	a	a/b	b	c	d	d
Transient Lodging	a	a	a/b	b	c	c	d
Schools, Libraries, Churches Hospitals, Nursing Homes	a	a	a/b	a/b	c	c	d
Auditoriums, Concert Halls, Amphitheaters	b	b	b	b/d	d	d	d
Sports Arena, Outdoor Spectator Sports	b	b	b	b	b/d	d	d
Playgrounds, Neighborhood Parks	a	a	a	a	a/c	d	d
Golf Courses, Riding Stables, Water Recreation, Cemeteries	a	a	a	a	a/c	c	d
Office Buildings, Business Commercial, Professional	a	a	a	a	b	b/c	c
Industrial, Manufacturing, Utilities, Agriculture	a	a	a	a	a/b	b/c	c

KEY:

- a. Normally Acceptable - land use is satisfactory, buildings need no special noise insulation.
- b. Conditionally Acceptable - new construction should be undertaken only after acoustic analysis and installation of noise insulation. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- c. Unacceptable - new construction should be discouraged. If construction does proceed, acoustic analysis to determine the insulation needed is required.
- d. Clearly Unacceptable - new construction should not be undertaken.

SOURCE: Office of Noise Control, California Department of Health Services

## IMPAIRMENTS

### Construction Noise

Construction activities would temporarily generate high noise levels on and around the site over the entire period of project construction. Table B shows outdoor noise levels likely to be experienced during construction phases. Since noise from localized sources typically falls off by about 6 dBA with each doubling of distance from source to receptor, receptors located within about 1400 feet of construction would experience noise greater than 60 dBA during the noisiest phases of construction, disturbing communication and tranquility. Noise abatement provided by walls, windows, and doors of nearby buildings would reduce indoor noise levels by 20 to 50 dBA (depending on such factors as the material composition of the wall, wall/window area ratio, etc. The average home attenuates noise by about 20 dBA), but construction noise may disturb the concentration, communication, and repose of people inside nearby buildings.

TABLE B: TYPICAL CONSTRUCTION NOISE LEVELS AT 50 FEET (dBA) /a/

Construction Phase	Commercial/Industrial Construction Average Noise Level	Housing Construction Average Noise Level
Groundclearing	84	84
Excavation	89	88
Foundations	78	81
Erection	83	82
Finishing	89	88

/a/ Taken from Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, prepared by Bolt, Beranek, and Newman for the U.S. Environmental Protection Agency, December 31, 1971, p. 20

### Operational Noise

After build-out of the project site, noise levels on and around the project site would continue to be dominated by vehicular traffic. Table C shows how the land along roadways bordering the site would change as traffic volumes increase and land uses change in coming years. Future noise contours would be significantly farther from the curbside than they are at present because more traffic, both project-related and cumulative development-related, will be using the local streets. The future noise levels over most of the site for all future development scenarios would be normally acceptable for a commercial use such as a shopping center. However, any of the project structures located within the 70 dBA contours may need added insulation to protect internal receptors from excess noise exposure. Any new residential uses contemplated for the project vicinity and located within the 60 dBA contours may need added insulation to protect internal receptors from excess noise exposure.



TABLE C: DISTANCES TO  $L_{dn}$  NOISE CONTOURS ALONG MAJOR ROADWAYS NEAR THE PROJECT SITE (FEET FROM CENTERLINE)

	Existing $L_{dn}$		Future $L_{dn}$	
	0	$L_{dn}=7$	$L_{dn}=60$	$L_{dn}=70$
Turner Road (West of Woodhaven)	79	8	200	20
Woodhaven Lane (North of Turner)	85	9	154	15
Lower Sacramento Rd. (North of Turner)	148	15	220	22
Lower Sacramento Rd. (South of Turner)	128	13	246	25

Estimates based on FHWA Highway Traffic Noise Prediction Model, U.S. Department of Transportation, December 1978.

The noise contours shown in Table C were calculated without account being taken of acoustic attenuation afforded by man-made structures or terrain features. In actuality, the row of structures closest to the roadway would provide some shielding of more distant receptors from traffic noise and move the contours closer to the roadside than indicated.

#### MITIGATIONS

Construction activities should be limited to daylight hours during weekdays and construction equipment should be muffled or controlled to the degree shown in Table D.

The project architect should consider whether structures located within the 70 dBA contours, as given in Table C, need added insulation to protect internal receptors from excess noise exposure. If it is needed, then the installation of such insulation should be made a condition of project approval.

Future residential uses contemplated for the project vicinity and located within the 60 dBA contours, as given in Table C, may need added insulation to protect internal receptors from excess noise exposure. The City of Lodi should consider this before approving such uses and require developers to provide adequate acoustic insulation for residential units.

TABLE D: TYPICAL CONSTRUCTION EQUIPMENT NOISE (dBA)/a/

Equipment Type	Noise Level at 50 Feet	
	Without Noise Control	With Feasible Noise Control/b/
Earthmoving:		
Front Loaders	79	75
Backhoes	85	75
Dozers	80	75
Tractors	80	75
Scrapers	88	80
Graders	85	75
Trucks	91	75
Pavers	89	80
Materials Handling:		
Concrete Mixers	85	75
Concrete Pumps	82	75
Cranes	83	75
Derricks	88	75
Stationary:		
Pumps	76	75
Generators	78	75
Compressors	81	75
Impact:		
Pile Drivers	101	95
Jack Hammers	88	75
Rock Drills	98	80
Pneumatic Tools	86	80
Other:		
Saws	78	75
Vibrators	76	75

/a/ Taken from Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, prepared by Bolt, Beranek, and Newman for the U.S. Environmental Protection Agency, December 31, 1971.

/b/ Estimated levels obtainable by selecting quieter procedures or machines and implementing noise control features requiring no major redesign or extreme cost.

## Appendix A - Acoustic Fundamentals

Sound is a mechanical form of radiant energy which is transmitted by pressure waves in the air. It is characterized by two parameters: amplitude and frequency.

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic rather than a linear scale. As a consequence, the pressure difference in a 10 dB sound is 10 times that of a 0 dB sound, a 20 dB sound is 100 times the pressure difference, a 30 dB sound 1000 times, and so on. Another feature of the decibel scale is the way in which sound amplitudes from multiple sources add. A 65 dB point source of sound, say a truck, when joined by another similar source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish 2 dB change in amplitude as the minimum audible difference for the average person.

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (abbreviated Hz; one Hz equals one cycle per second). The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA.

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*APPENDIX C-TRAFFIC ANALYSIS*

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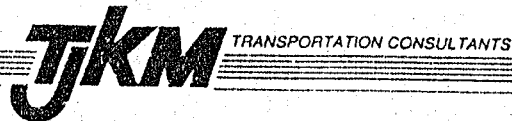
**TRAFFIC IMPACT ANALYSIS  
FOR THE PROPOSED  
WINEPRESS SHOPPING CENTER**

**IN THE  
CITY OF LODI**

**OCTOBER 1988**



**TRANSPORTATION CONSULTANTS**  
Pleasanton • Sacramento • Fresno • Concord



October 27, 1988

Ms. Kale Burdick  
EIP Associates  
1311 I Street, Suite 200  
Sacramento, CA 95814

Dear Kate:

TJKM is pleased to submit this revised traffic impact analysis for the proposed Winepress Shopping Center in the **City** of Lodi. This report includes our findings and recommendations pertaining to this development.

We appreciate the opportunity of working with you on this project, and hope this study adequately meets your needs. If you have any questions, or need additional information, please do not hesitate to call.

Sincerely,

Angie Raygani

AR:se  
87-008r.1ar

9801 Fair Oaks Boulevard, Suite 300, Fair Oaks, California 95628 • (916) 961-0636  
FAX (916) 961-0646

PLEASANTON • SACRAMENTO • FRESNO • CONCORD

**TRAFFIC IMPACT ANALYSIS  
FOR THE PROPOSED  
WINEPRESS SHOPPING CENTER**

**IN THE  
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**By  
TJKM Transportation Consultants  
9801 Fair Oaks Boulevard, Suite 300  
Fair Oaks, California 95628**

**October 27, 1988**

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## INTRODUCTION

The purpose of this study was to analyze the traffic impacts of the proposed Winepress Shopping Center in the City of Lodi. The project site is located in the southwest corner of the intersection of Turner Road and Lower Sacramento Road/Woodhaven Lane, and is planned to consist of 111,480 square feet of commercial uses. The project site is currently designated for office uses.

In completing this study, a p.m. peak hour analysis was performed for the intersections of Turner Road and north Lower Sacramento Road, Turner Road and Lower Sacramento Road/Woodhaven Lane, Woodhaven Lane and Eilers Lane, Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Lane.

The analysis of the proposed project, performed in this study, included trip generation, distribution, and assignment of the traffic from the project, and determination of levels of service for existing, existing plus project, and cumulative plus project conditions. Appropriate mitigation measures were then recommended.

## EXISTING CONDITIONS

### Existing Roadway Network

Figure 1 is a vicinity map showing the location of the proposed project. Access to the project site is planned to be provided via Turner Road and Lower Sacramento Road. The critical intersections analyzed in this report were determined from discussions with the City of Lodi staff. These intersections are listed below:

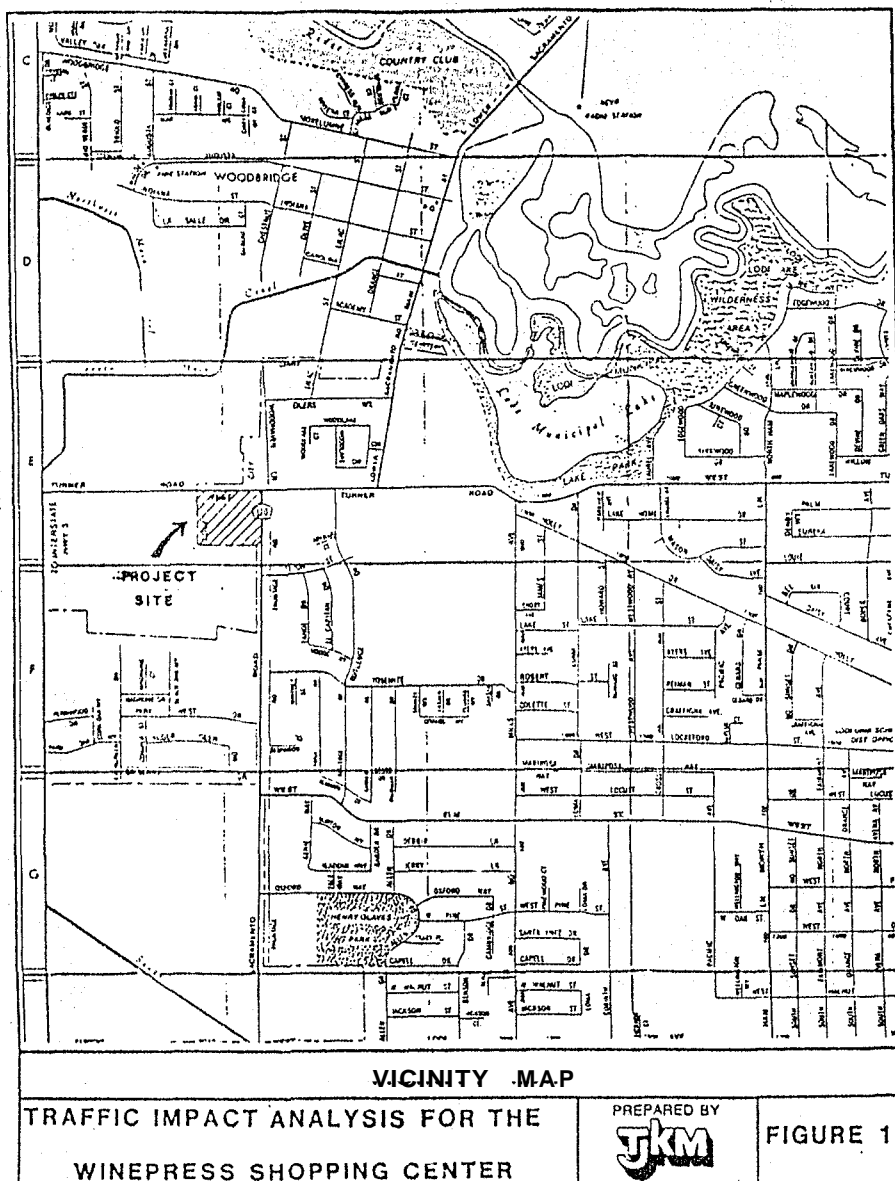
- Turner Road and north Lower Sacramento Road
- Turner Road and Lower Sacramento Road/Woodhaven Lane
- Woodhaven Lane and Eilers Lane
- Lower Sacramento Road and West Elm Street
- Lower Sacramento Road and West Lodi Avenue/Sargent Road

Lower Sacramento Road is a two-lane roadway connecting Lodi to the City of Stockton to the south and to the City of Galt to the north. Turner Road, Elm Street, and Lodi Avenue are major east/west collectors going through the City of Lodi.

In the vicinity of the project site, Turner Road has four lanes. The intersection of Turner Road and north Lower Sacramento Road is signalized.

Woodhaven Lane is a two-lane street that extends north from Turner Road to about one hundred feet north of Eilers Lane where it dead ends. A bridge is planned to be constructed over the Woodbridge Irrigation Canal in the near future which will connect Woodhaven Lane with Chestnut Street in Woodbridge. The intersection of Woodhaven Lane and Eilers Lane was assumed to be controlled by a **STOP** sign on Eilers Lane after the construction of this bridge.

West Elm Street is a two-lane roadway which is wide enough to accommodate four lanes. This road is controlled by a **STOP** sign at its intersection with Lower Sacramento Road. The intersection of Lower Sacramento Road and West Elm Street meets the traffic signal warrants at the present time and is number five on the list of the intersections waiting to be signalized in Lodi.



The intersection of Lower Sacramento Road and West Lodi Avenue/ Sargent Road also meets the ~~the~~ signal warrants and it is number two on the priority list of the intersections to be signalized. This intersection is currently controlled by STOP-signs on all four approaches.

### Existing Traffic Conditions

P.M. peak hour turning movement counts were conducted by TJKM in July 1987 at the intersections of Turner Road and Lower Sacramento Road/Woodhaven Lane. Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road. To update these counts, appropriate growth rates were applied. The turning movement counts for the remaining intersections were obtained from the City of Lodi.

To analyze the signalized and four-way STOP-sign-controlled intersections, the critical movement summation method of capacity analysis was used. This method involves consideration of 'critical' (or high volume) conflicting movements and is based on information from a number of sources including *Highway Capacity Manual*. Special Report 209, Transportation Research Board, 1985.

The volume-to-capacity (V/C) ratio is an indication of the level of service (LOS) at which an intersection is operating. The level of service classification system is a scale which ranks street, highway, and intersection operations based on the amount of traffic and traffic operations. A complete description of the system is included in the *Highway Capacity Manual* (Special Report 209) Highway Research Board, 1985. Briefly, the level of service ranking system is a scale with a range of A through F. Level A represents free flow conditions and level F represents jammed or capacity conditions. The relationship of V/C ratio to level of service is given in Table I.



**TABLE 1**  
**LEVEL OF SERVICE FOR URBAN AND SUBURBAN ARTERIAL STREETS**

LEVEL OF SERVICE	DESCRIPTION	VOLUME TO CAPACITY RATIO*
A	Free flow. Very slight or no delay. If signalized, conditions are such that no approach phases fully utilized by traffic and no vehicle waits longer than one red indication. Turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60
B	Stable flow. Slight delay. If signalized, an occasional approach phase is fully utilized. Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles. This level is suitable operation for rural design purposes.	0.61-0.70
C	Stable flow. Acceptable delay. If signalized a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle. Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Approaching unstable flow. Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur. Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable flow. Intolerable delay. Delay may be great, up to several signal cycles. There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
F	Forced flow. Excessive delay. Intersection operates below capacity. Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies*

**References:** Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985.  
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.  
TJKM.

In general, volume-to-capacity (V/C) ratios cannot be greater than 1.00 unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

The intersections of Lower Sacramento Road and West Elm Street and Woodhaven Lane and Eilers Lane were analyzed using the unsignalized method of capacity analysis. This analysis utilizes a computer program written by the Institute of Transportation Studies at the University of California, Berkeley, and is in accordance with the 1965 Highway Capacity Manual.

Table II shows the existing p.m. peak hour traffic conditions at the study intersections. Also, shown on this table are the projected levels of service at these intersections after the construction of the Chesnut bridge over the Woodbridge Irrigation Canal. It was projected that approximately 400 cars would use this bridge to travel to and from Woodbridge during the p.m. peak hour.

TABLE II  
EXISTING TRAFFIC CONDITIONS P.M. PEAK HOUR

INTERSECTION	EXISTING CONDITIONS		EXISTING CONDITIONS	
	LOS	V/C	LOS	V/C
Turner & Lower Sacramento	C	0.72	B	0.63
Turner & Lower Sacramento/ Woodhaven	A	0.44	A	0.45
Woodhaven & Eilers			A*	
Lower Sacramento & West Elm	D*		D*	
Lower Sacramento & West Lodi/Sargent	D	0.81	D	0.81

\* Unsignalized method of capacity analysis.

## FUTURE CONDITIONS

To determine the impacts of the proposed Winepress Shopping Center, a trip generation analysis was performed for this project. The trips generated by this development were then distributed and assigned onto the surrounding streets.

### Trip Generation

The trip generation rates for this study were obtained from the Institute of Transportation Engineers (ITE), *Trip Generation*, Fourth Edition, 1987.

According to *Trip Generation*, approximately 40 percent of the trips generated by a shopping center of this size involve vehicles passing by on their way to another destination. These "pass-by" trips come directly from the traffic stream passing the development on the adjacent street system. The amount of "pass-by" trips estimated to enter and exit a shopping center does not affect the driveway volumes but does affect the amount of traffic added to the adjacent street system.

Table III shows the number of new and "pass-by" trips generated by the proposed Winepress Shopping Center. Also shown on this table is the number of trips generated by the existing designation for the project site. It can be seen from this table that, when compared to the existing designation, the proposed project would generate 3,324 additional new trips per day, with 186 additional new trips during the p.m. peak hour.

TABLE III

## TRIP GENERATION ANALYSIS

LAND USE	QUANTITY	DAILY	TRIP GENERATION RATES			TRIP GENERATION			
			P.M. PEAK HOUR	%IN	%OUT	P.M. PEAK HOUR	TOTAL	IN	OUT
			TOTAL			DAILY	TOTAL	IN	OUT
Proposed Project:									
Shopping Center	111,480 S.F.	71.5	5.9	49	51	7.971	658	322	336
		TE/KSF	TE/KSF						
			Reduction for passby trips (40%)			3.188	263	129	134
			Total new trips			4.783	395	193	202
Existing Designation:									
Office (9.615 Acres at 25 percent coverage)	108,900 S.F.	134	1.9	16	84	1,459	207	33	174
		TE/KSF	TE/KSF						
Notes:									
TE = Trip Ends									
SF = Square Feet									
KSF = 1000 Square Feet									

## Trip Distribution

A trip distribution pattern based on likely origins and destinations for trips both leaving and entering the site was developed for the proposed project. Table IV shows this distribution pattern. Based on the percentages shown on this table, the traffic generated by the project was distributed and assigned onto the street system.

TABLE IV  
TRIP DISTRIBUTION PATTERN

NORTH	SOUTH	EAST	WEST
20	35	30	15

## Cumulative Conditions

The projected future traffic volume used for this study were obtained from the City of Lodi Transportation Model developed by TJKM. This model was prepared by generating future daily traffic volumes for the City of Lodi study area using the urban transportation package for microcomputers (MINUITP). The future land uses assumed in the city-wide traffic study were the build-out of area within the existing City limits and estimates of possible development in the General Plan boundaries around the city.

The proposed Winepress Shopping Center was also included in the City of Lodi Transportation Model. Therefore, the volumes obtained from this model were used to analyze the cumulative plus project traffic conditions.

The p.m. peak hour turning movement volumes were estimated to be 10 percent of the daily traffic volumes.

In addition, since the Chestnut bridge is planned to be constructed in the near future the cumulative analysis was performed with this bridge.

## TRAFFIC IMPACT ANALYSIS

To evaluate the impacts of this proposed Winepress Shopping Center, a p.m. peak hour analysis was performed for the intersections of Turner Road and north Lower Sacramento Road, Turner Road and Cower Sacramento Road/Woodhaven Lane, Woodhaven Lane and Eilers Lane, Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road. This analysis included determination of levels of service for existing, existing plus project and cumulative plus project conditions.

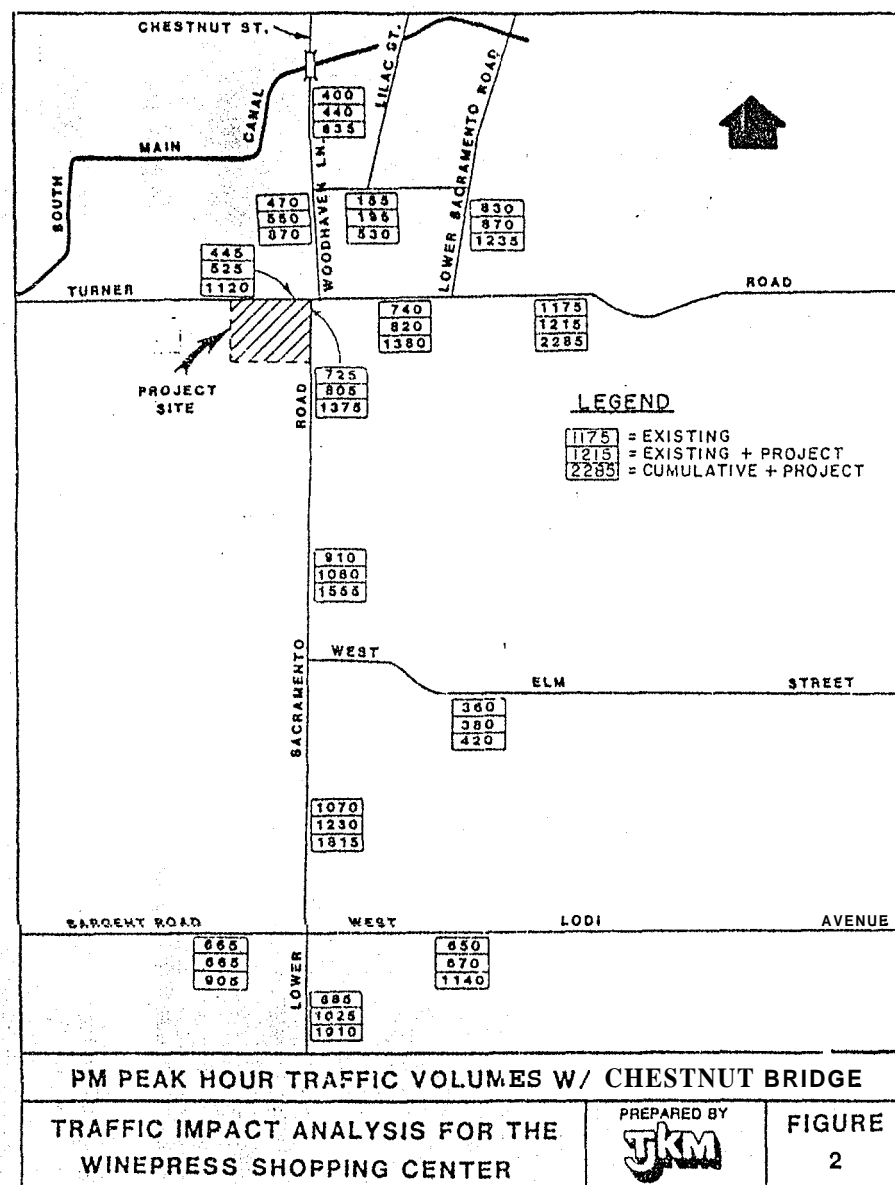
Results of the intersection capacity analysis for this study are shown on Table V. The existing and cumulative traffic volumes are shown on Figure 2. The turning movement volumes at the study intersections are shown on Figures 3 and 4.

It can be seen from Table V that the intersections of Lower Sacramento Road with West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road are operating at unacceptable Level of Service D under the existing conditions with or without the proposed project. It can also be seen from this table that the proposed project would not have a significant impact on the study intersections.

Under the cumulative plus project conditions the intersections of Turner Road and north Lower Sacramento Road, and Lower Sacramento Road and West Lodi Avenue/Sargent Road, and Woodhaven Lane and Eilers Lane would be operating at Level of Service D. The mitigation measures recommended for these intersections are presented in the 'Mitigation Measures' section of this study.

It should be noted that according to the Specific Plan for the City of Lodi, Lower Sacramento Road is planned to be a divided roadway with raised median in front of the project site. The specific plan would need to be revised to allow for median openings for the project access points.

In addition, as part of the Specific Plan, frontage roads are proposed on the east and west sides of Lower Sacramento Road. It is recommended that the east frontage road end at a de-sac prior to reaching the project site.



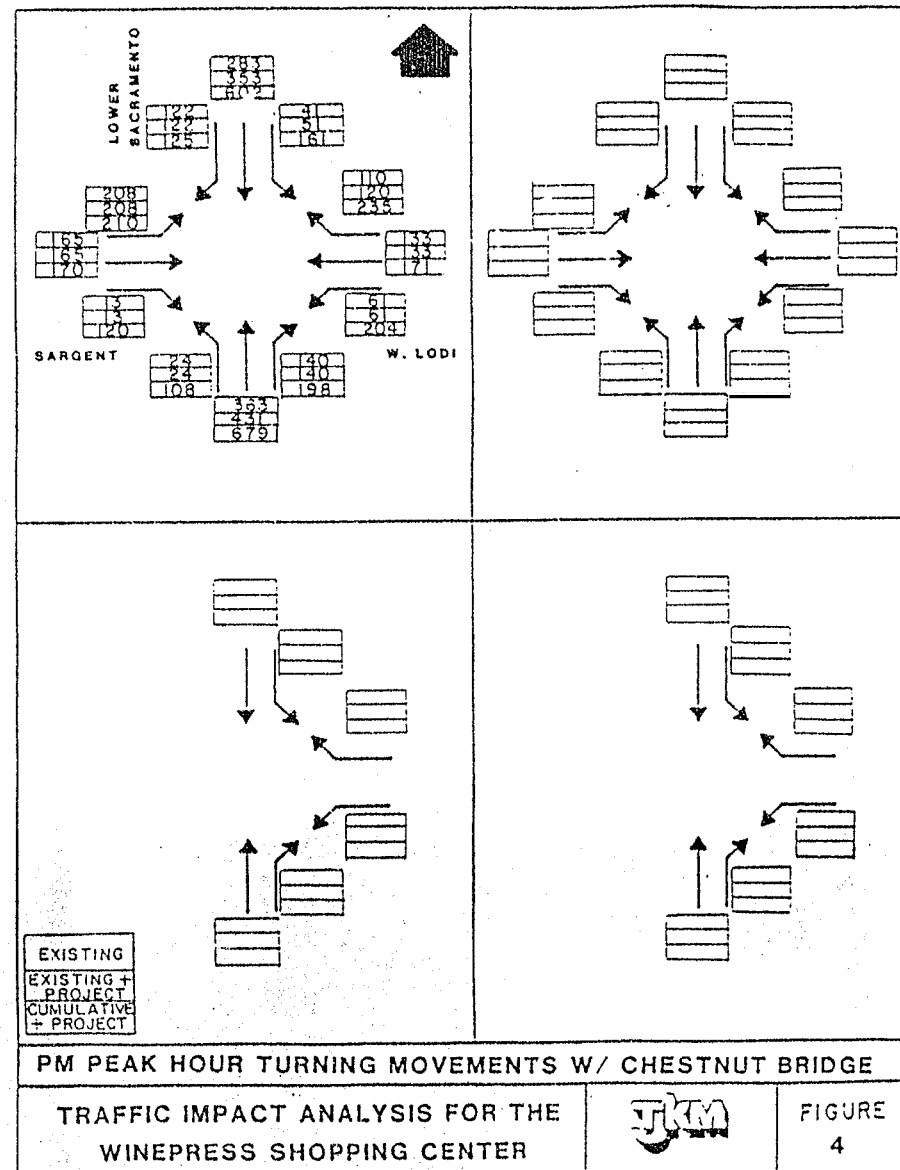
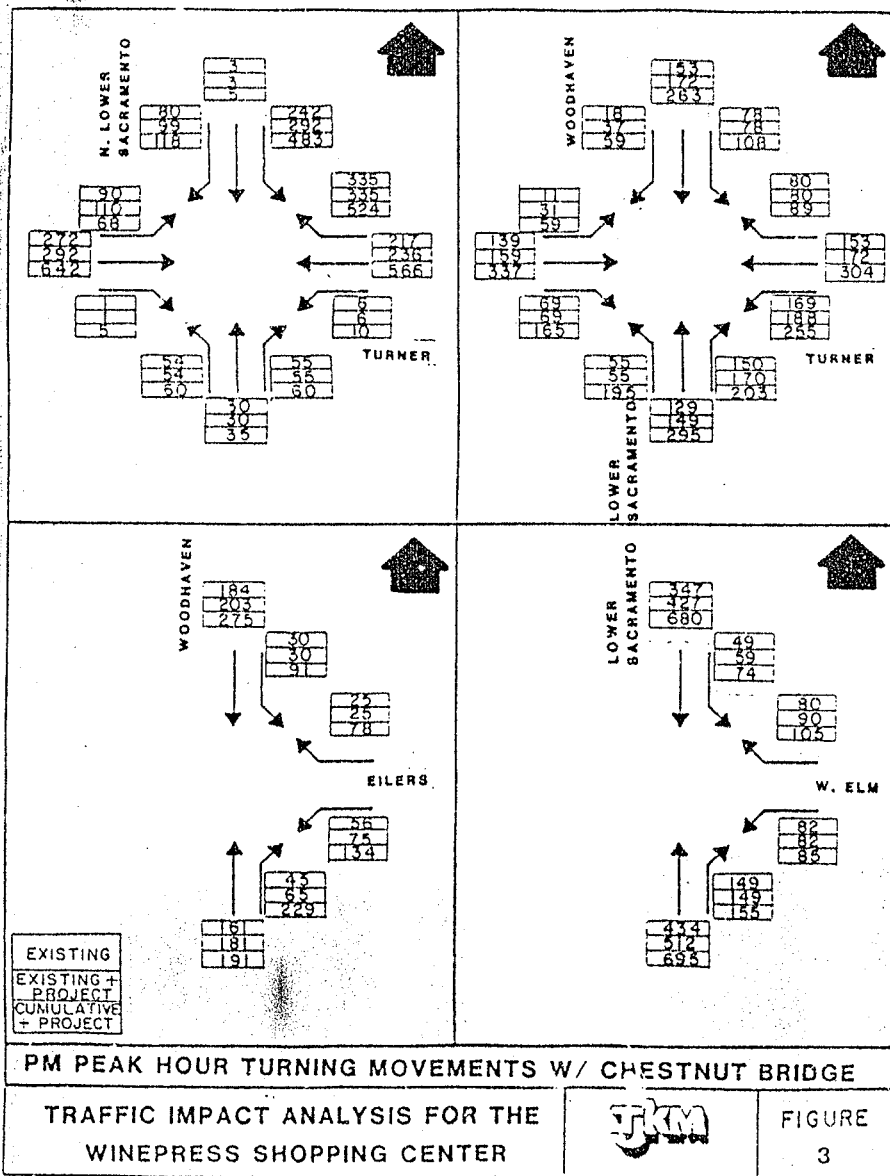


TABLE V  
SUMMARY OF CAPACITY ANALYSIS P.M. PEAK HOUR

INTERSECTION	EXISTING CONDITION W/ CHESTNUT BRIDGE LOS	EXISTING CONDITION W/ CHESTNUT BRIDGE V/C	EXISTING + PROJECT W/ CHESTNUT BRIDGE LOS	EXISTING + PROJECT W/ CHESTNUT BRIDGE V/C	CUMULATIVE + PROJECT W/ CHESTNUT BRIDGE LOS	CUMULATIVE + PROJECT W/ CHESTNUT BRIDGE V/C
Turner & Lower Sacramento	B	0.63	B	0.65	D	0.85
Turner & Lower Sacramento/ Woodhaven	A	0.45	A	0.60	C	0.78
Woodhaven & Eilers	A*		A*		D*	
Lower Sacramento & West Elm	D*		D*		B**	0.66
Lower Sacramento & West Locust/Carlyle	D	0.81	D	0.87	D**	0.87

\* Unsignalized method of capacity analysis.

\*\* This intersection was assumed to be signalized under the cumulative conditions.

### Traffic Signal Warrants

To evaluate the need for a traffic signal at the intersections of Turner Road and Lower Sacramento Road/Woodhaven Lane and Woodhaven Lane and Eilers Lane a signal warrant analysis was performed. The results of this analysis is shown on Table VI.

As can be seen from Table VI, the intersection of Turner Road and Lower Sacramento Road/Woodhaven Lane would meet the traffic signal warrant criteria under the cumulative plus project conditions.

TABLE VI  
SIGNAL WARRANT ANALYSIS

INTERSECTION	EXISTING CONDITIONS W/ CHESTNUT BRIDGE WARRANT	EXISTING + PROJECT W/ CHESTNUT BRIDGE WARRANT	CUMULATIVE + PROJECT W/ CHESTNUT BRIDGE WARRANT
Turner & Lower Sacramento/Woodhaven	NO	NO	YES
Woodhaven & Eilers	NO	NO	NO

Notes: Yes = Meets warrant  
No = Does not meet warrant

## MITIGATION MEASURES

### Existing Conditions

The intersections of Lower Sacramento Road and West Elm Street, and Lower Sacramento Road and West Lodi Avenue/Sargent Road are presently operating at unacceptable levels of service. These intersections meet the traffic signal warrant criteria and are on the City's priority list to be signalized. Conditions at these intersections will improve to acceptable levels when they are signalized.

There are no mitigation measures recommended due to the proposed project.

### Cumulative Plus Project Conditions

The following mitigation measures would be required to mitigate traffic conditions occurring after the build-out of the study area, and are in addition to the improvements needed under existing conditions.

- Signalize the intersection of Turner Road and Lower Sacramento Road/Woodhaven Lane.

- Widen the westbound approach of the intersection of Turner Road and north Lower Sacramento Road to accommodate a separate right-turn lane, two through lanes, and a left-turn lane.

- Widen the intersection of Lower Sacramento Road and West Lodi Avenue/Sargent Road to accommodate a left-turn lane, a through lane, and through/right-turn lane on the northbound and southbound approaches.

- Add a right-turn lane to the northbound approach of the intersection of Woodhaven Lane and Eilers Lane.

- Widen Lower Sacramento Road between Turner Road and Kettleman Lane to four lanes.

--Improve the intersection of Lower Sacramento Road and West Elm Street to accommodate a through lane and a shared through/right turn lane on the northbound approach, and a left-turn lane and two through lanes on the southbound approach.

Table VII shows the mitigated capacity analysis for this study.

— 65 —

\* Unsignalized method of capacity analysis.  
N/A = No improvements are recommended for this intersection.

**PARAMETER 1 - Minimum Vehicular Volume**

**WARRANT 2 - Interruption of Continuous Traffic**

\* NOTE: Motion of left turn movement from Major Street included when L<sub>1</sub> T-signaling is provided

#### WARRANT 4 - School Crossings

Not Applicable	<input type="checkbox"/>
See School Crossings Warrant Sheet	<input type="checkbox"/>



# EXISTING + PROJECT TRAFFIC SIGNAL WARRANTS

Major St: LAKEVIEW LAKEVIEW  
 Critical Approach Speed 40 mph  
 Critical speed of major street traffic 40 mph  
 In built up area of isolated community of < 10,000 pop. ☐ RURAL (R) ☒ URBAN (U)  
 DATE \_\_\_\_\_ CALC \_\_\_\_\_  
 PM \_\_\_\_\_

WARARRANT 1 - Minimum Vehicular Volume  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 2 - Interruption of Continuous Traffic  
 NOTE: Heavy of left turn movement from Major Street included when L.T. phasing is proposed  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 3 - Minimum Pedestrian Volume  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 4 - School Crossings  
 NOT APPLICABLE  
 See School Crossings Warrant Sheet

# COMPUTATIVE + PROJECT TRAFFIC SIGNAL WARRANTS

Major St: LAKEVIEW LAKEVIEW  
 Critical Approach Speed 40 mph  
 Critical speed of major street traffic 40 mph  
 In built up area of isolated community of < 10,000 pop. ☐ RURAL (R) ☒ URBAN (U)  
 DATE \_\_\_\_\_ CALC \_\_\_\_\_  
 PM \_\_\_\_\_

WARARRANT 1 - Minimum Vehicular Volume  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 2 - Interruption of Continuous Traffic  
 NOTE: Heavy of left turn movement from Major Street included when L.T. phasing is proposed  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 3 - Minimum Pedestrian Volume  
 MINIMUM REQUIREMENTS  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 APPROACH  
 LANE 1 2 or more  
 100% SATISFIED Yes ☐ No ☒  
 80% SATISFIED Yes ☐ No ☒  
 MINOR STREET  
 HIGHEST APPROACH 150 100 75 50 25  
 1150 1100 1050 1000 950  
 693 374 194  
 363  
 194

WARARRANT 4 - School Crossings  
 NOT APPLICABLE  
 See School Crossings Warrant Sheet

# EXISTING W/ BRIDGE TRAFFIC SIGNAL WARRANTS

CALC \_\_\_\_\_ DATE \_\_\_\_\_  
 CHM \_\_\_\_\_  
 Major St: WILSON BLVD Critical Approach Speed \_\_\_\_\_ mph  
 Minor St: WILSON BLVD Critical Approach Speed \_\_\_\_\_ mph  
 Critical speed of major street traffic 40 mph  
 In built up area of isolated community of < 10,000 pop. \_\_\_\_\_  
☐ RURAL (R)  
☒ URBAN (U)

## WARRANT 1 - Minimum Vehicular Volume

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	500	350	600	420	218				
Minor Street	1000	1200	1400	1300	142				
Minor Street	150	105	200	140	81				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 2 - Interruption of Continuous Traffic

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	150	105	200	140	218				
Minor Street	1000	1200	1400	1300	142				
Minor Street	150	105	200	140	81				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 3 - Minimum Pedestrian Volume

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	150	105	200	140	218				
Minor Street	1000	1200	1400	1300	142				
Minor Street	150	105	200	140	81				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 4 - School Crossings

NOT APPLICABLE ☐  
 See School Crossings Warrant Sheet ☐

# EXISTING W/ BRIDGE TRAFFIC SIGNAL WARRANTS

CALC \_\_\_\_\_ DATE \_\_\_\_\_  
 CHM \_\_\_\_\_  
 Major St: WILSON BLVD Critical Approach Speed \_\_\_\_\_ mph  
 Minor St: WILSON BLVD Critical Approach Speed \_\_\_\_\_ mph  
 Critical speed of major street traffic 40 mph  
 In built up area of isolated community of < 10,000 pop. \_\_\_\_\_  
☐ RURAL (R)  
☒ URBAN (U)

## WARRANT 1 - Minimum Vehicular Volume

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	500	350	600	420	249				
Minor Street	1000	1200	1400	1300	152				
Minor Street	150	105	200	140	100				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 2 - Interruption of Continuous Traffic

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	150	105	200	140	249				
Minor Street	1000	1200	1400	1300	152				
Minor Street	150	105	200	140	100				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 3 - Minimum Pedestrian Volume

APPROACH LANE	MINIMUM REQUIREMENTS			100% SATISFIED	80% SATISFIED	YES	NO	YES	NO
	U	R	A						
Approach Lane	150	105	200	140	249				
Minor Street	1000	1200	1400	1300	152				
Minor Street	150	105	200	140	100				
Minor Street	1120	1441	1180	1175					

NOTE: Review of left turn movement from Major Street included when L-Turning is proposed

## WARRANT 4 - School Crossings

NOT APPLICABLE ☐  
 See School Crossings Warrant Sheet ☐

# CUMULATIVE PROJECT TRAFFIC SIGNAL WARRANTS

DIST CO ATE PW  
 Major St: WORTH AVE CALC            DATE             
 Minor St: BILERS CRK            DATE             
 Critical Approach Speed            mph  
 Critical Approach Speed            mph  
 Critical speed of major street traffic > 40 mph ☐  
 In built up area of isolated community of < 10,000 pop. ☐  
☐ RURAL (R)  
☒ URBAN (U)

## WARRANT 1 - Minimum Vehicular Volume

MINIMUM REQUIREMENTS (80% shown in brackets)					100% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		80% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
APPROACH LANE	U	R	U	R								
Both Approaches	500	350	500	420								
Major Street	(1600)	(1200)	(1600)	(1350)								
Highest Approach	150	105	200	140								
Minor Street	(1120)	(840)	(1120)	(945)								
Notes												

\*NOTE: heavier of left turn movement from Major Street included when L.T.-phasing is proposed ☐

## WARRANT 2 - Interruption of Continuous Traffic

MINIMUM REQUIREMENTS (80% shown in brackets)					100% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		80% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
APPROACH LANE	U	R	U	R								
Both Approaches	750	525	900	630								
Major Street	(1600)	(1200)	(1600)	(1350)								
Highest Approach	75	53	100	70								
Minor Street	(60)	(42)	(80)	(56)								
Notes												

\*NOTE: heavier of left turn movement from Major Street included when L.T.-phasing is proposed ☐

## WARRANT 3 - Minimum Pedestrian Volume

MINIMUM REQUIREMENTS (80% shown in brackets)					100% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		80% SATISFIED		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
APPROACH LANE	U	R	U	R								
Both Approaches			500	420								
Major Street			(1600)	(1350)								
Volume			1000	700								
Per 8 On highest Volume			(1600)	(1350)								
Minor Street			150	105								
Notes												

IF MIDBLOCK SIGNAL PROPOSED ☐

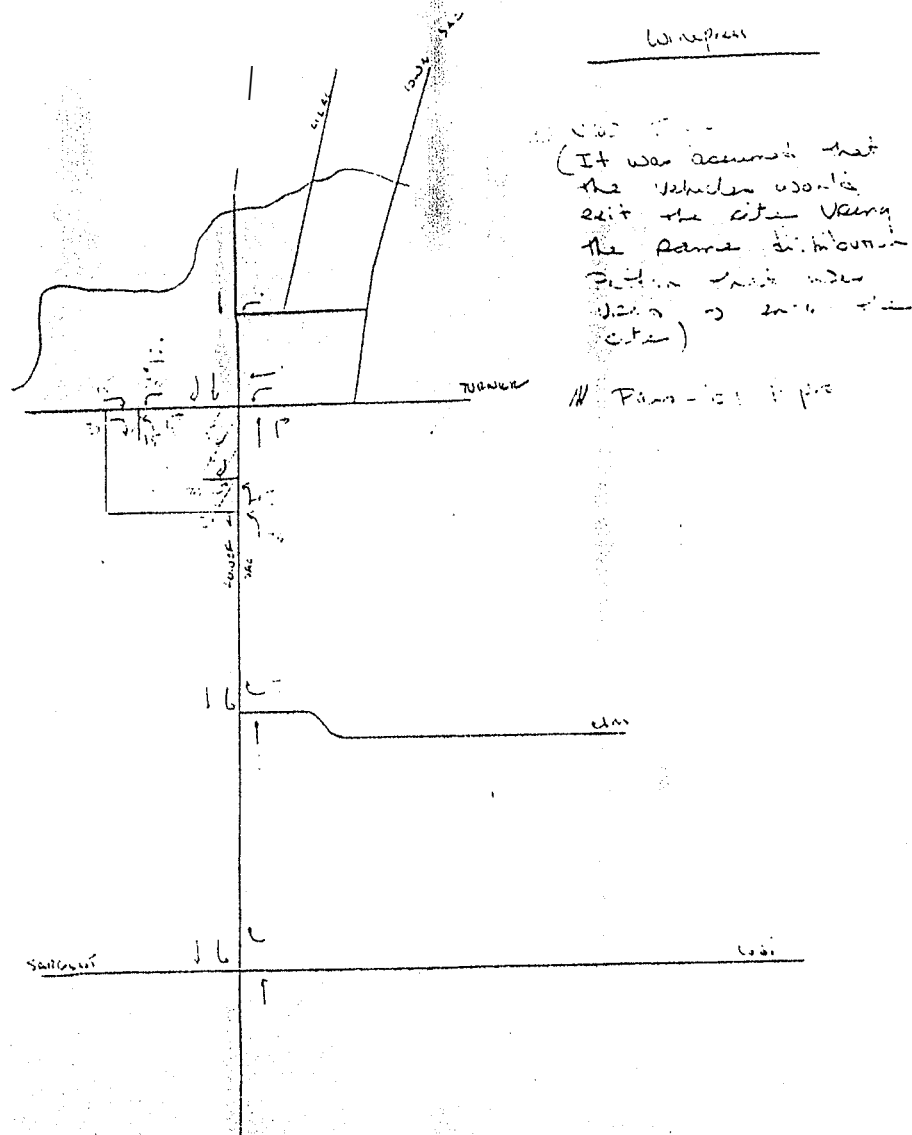
MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CROSSING	FULFILLED
150 Feet	N/E <u>          </u> S/W <u>          </u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

## WARRANT 4 - School Crossings

Not Applicable ☐  
 See School Crossings Warrant Sheet ☐

## Tip Distribution Pattern

Winepress



10,24,86

		RIGHT		THRU		LEFT			
		94	3	343					
		<---	v	---					
LEFT	106 --- 1.0	1.1	1.1	1.0	1.1 ---	394	RIGHT		
THRU	221 --- 2.1	(NO. OF LANES)				2.1 ---	155	THRU	
RIGHT	1 --- 1.1	1.0	1.1	1.1	1.0 ---	8	LEFT		
		<---	^	---					
		54	30	55					
		LEFT	THRU	RIGHT					

SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CITICAL V/C
NB	RIGHT (R)	55	55	1500	0.0367	
	THRU (T)	30	30	1500	0.0200	
	LEFT (L)	54	54	1500	0.0360	
	T + R		85	1500	0.0567	0.0567
SB	RIGHT (R)	94	94	1500	0.0627	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	343	343	1500	0.2287	0.2287
	T + R		97	1500	0.0647	
EB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	221	221	3150	0.0702	
	LEFT (L)	106	106	1500	0.0707	0.0707
	T + R		222	3150	0.0705	
WB	RIGHT (R)	394	394	1500	0.2627	0.2627
	THRU (T)	158	158	3150	0.0502	
	LEFT (L)	6	6	1500	0.0040	
	T + R		552	3150	0.1752	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

\* ADJUSTED FOR RIGHT TURN ON RED

### TURN INTERSECTION CAPACITY ANALYSIS

10-2-83

[illegible]

SPLIT PHASE?

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	156	0 *	1500	0.0000	
	THRU (T)	113	113	1650	0.0665	0.0665
	LEFT (L)	55	55	1500	0.0367	
SB	RIGHT (R)	18	18	1500	0.0120	
	THRU (T)	139	139	1500	0.0927	
	LEFT (L)	27	27	1500	0.0180	
	T + R		157	1500	0.1047	0.1047
EB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	139	139	2300	0.0421	0.0421
	LEFT (L)	11	11	1500	0.0073	
WB	RIGHT (R)	21	0 *	1500	0.0000	
	THRU (T)	153	153	1650	0.0927	
	LEFT (L)	183	183	1500	0.1220	0.1220

TOTAL VOLUME-TO-CAPACITY RATIO:	0.44
INTERSECTION LEVEL OF SERVICE:	A

\* ADJUSTED FOR RIGHT TURN ON RED

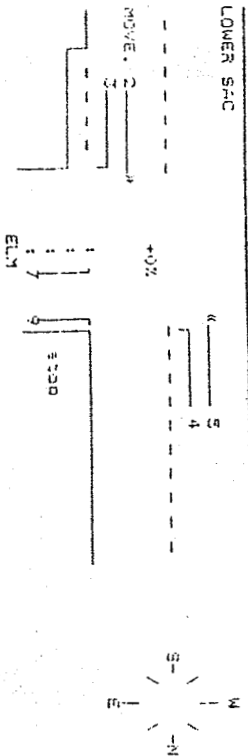
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1987

# EXISTING W/O CHESTNUT ROAD

This is a 5 - Way Intersection

- 1) Major Street is: LOWER SAC
- 2) Minor Street is: ELM
- 3) Volumes
- 4) Sight Adjustments
- 5) Traffic Composition on major
- 6) Traffic Composition on minor
- 7) Speed = 30
- 8) Number of lanes = 2
- 9) Population < 250,000
- 10) Percentages of
- 11) Shared lanes: None
- 12) Peak Hour Factor = 1.00
- 13) Corner A: Stop, no Accel. lane, normal radius
- 14) Corner B: Right turn lane, normal turn
- 15) Corner C:
- 16) Corner D:
- 17) Grades: = +0, f = +0
- 18) Exit to DOS

MOV.	1	2	3	4	5	6	7	8	9
vol.	424	149	49	247	82	80			
evol.	424	149	54	247	90	88			
right	1	1	1	1	1	1	1	1	1
left	1	1	1	1	1	1	1	1	1
thru	1	1	1	1	1	1	1	1	1
pop.	1	1	1	1	1	1	1	1	1
LOS	A	A	A	A	A	A	A	A	A



## TURN INTERSECTION CAPACITY ANALYSIS

INTERSECTION: S LOWER SAC AND W, LOSI LODI  
 COUNT DATE/TIME: 1 EXISTING PM PEAK HR. - W/O CHESTNUT BRIDGE FILE WINE  
 CONDITION: 122 283 41

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C	CRITICAL
NB RIGHT (R)	140	29 *	1500	0.0193	0.2200
THRU (T)	353	353	1500	0.2200	0.2200
LEFT (L)	24	24	1500	0.0150	
SB RIGHT (R)	122	122	1500	0.0813	
THRU (T)	283	283	1500	0.1887	
LEFT (L)	41	41	1500	0.0273	
T + R	405	405	1500	0.2700	0.2700
EB RIGHT (R)	13	0 *	1500	0.0000	
THRU (T)	165	165	1500	0.1000	
LEFT (L)	208	208	1500	0.1387	0.1387
WB RIGHT (R)	110	9 *	1500	0.0060	0.0800
THRU (T)	133	133	1500	0.0806	
LEFT (L)	61	61	1500	0.0407	

STREET NAME: LOWER SAC SPLIT PHASE: Y  
 MOVEMENT ORIGINAL VOLUME ADJUSTED VOLUME CAPACITY V/C CRITICAL  
 NB RIGHT (R) 140 29 \* 1500 0.0193 0.2200  
 THRU (T) 353 353 1500 0.2200 0.2200  
 LEFT (L) 24 24 1500 0.0150  
 SB RIGHT (R) 122 122 1500 0.0813  
 THRU (T) 283 283 1500 0.1887  
 LEFT (L) 41 41 1500 0.0273  
 T + R 405 405 1500 0.2700 0.2700  
 EB RIGHT (R) 13 0 \* 1500 0.0000  
 THRU (T) 165 165 1500 0.1000  
 LEFT (L) 208 208 1500 0.1387 0.1387  
 WB RIGHT (R) 110 9 \* 1500 0.0060 0.0800  
 THRU (T) 133 133 1500 0.0806  
 LEFT (L) 61 61 1500 0.0407  
 VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71  
 ADJUSTMENT FOR LOST YELLOW TIME: 0.10  
 TOTAL VOLUME-TO-CAPACITY RATIO: 0.31  
 INTERSECTION LEVEL OF SERVICE: D

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TDM Transportation Consultants, Pleasanton, CA. 1/17

## TJCM INTERSECTION CAPACITY ANALYSIS

10/24/88

INTERSECTION 1 LOWER SAC. and TURNER LODI  
 COUNT DATE/TIME: PEAK HOUR:  
 CONDITION : EXISTING PM PEAK HR.-W/ CHESTNUT BRIDGE FILE WINE

		RIGHT	THRU	LEFT			
		80	3	292			
		1	1	1			
		1	1	1			
		1	1	1			
LEFT	90	1.0	1.1	1.1	1.0	1.1	335 RIGHT
THRU	272	2.1	(NO. OF LANES)	2.1	217	THRU	STREET NAME: TURNER
RIGHT	1	1.1	1.0	1.1	1.1	1.0	5 LEFT SPLIT PHASE? N
		1	1	1	1	1	
		1	1	1	1	1	
		1	1	1	1	1	
		54	30	55			
		LEFT THRU	RIGHT				

STREET NAME: LOWER SAC.

SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	55	55	1500	0.0367	
THRU (T)	30	30	1500	0.0200	
LEFT (L)	54	54	1500	0.0360	
T + R		85	1500	0.0567	0.0567
SB RIGHT (R)	80	80	1500	0.0533	
THRU (T)	3	3	1500	0.0020	
LEFT (L)	292	292	1500	0.1947	0.1947
T + R		83	1500	0.0553	
EB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	272	272	3150	0.0863	
LEFT (L)	90	90	1500	0.0600	0.0600
T + R		273	3150	0.0867	
WB RIGHT (R)	335	335	1500	0.2233	0.2233
THRU (T)	217	217	3150	0.0689	
LEFT (L)	5	5	1500	0.0040	
T + R		552	3150	0.1752	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.51	
ADJUSTMENT FOR LOST YELLOW TIME:				0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.63	
INTERSECTION LEVEL OF SERVICE:				B	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJCM Transportation Consultants, Pleasanton, CA, 1987

## TJCM INTERSECTION CAPACITY ANALYSIS

10/24/88

INTERSECTION 2 WOODHAVEN and TURNER LODI  
 COUNT DATE/TIME: PEAK HOUR:  
 CONDITION : EXISTING PM PEAK HR.-W/ CHESTNUT BRIDGE FILE WINE

		RIGHT	THRU	LEFT			
		18	153	76			
		1	1	1			
		1	1	1			
		1	1	1			
LEFT	11	1.0	1.1	1.1	1.0	1.0	80 RIGHT
THRU	139	2.0	(NO. OF LANES)	1.0	153	THRU	STREET NAME: TURNER
RIGHT	69	1.0	1.0	1.0	1.0	169	LEFT SPLIT PHASE? Y
		1	1	1	1	1	
		1	1	1	1	1	
		1	1	1	1	1	
		55	129	150			
		LEFT THRU	RIGHT				

STREET NAME: WOODHAVEN

SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	150	0 *	1500	0.0000	
THRU (T)	129	129	1650	0.0782	0.0782
LEFT (L)	55	55	1500	0.0367	
SB RIGHT (R)	18	18	1500	0.0120	
THRU (T)	153	153	1500	0.1020	
LEFT (L)	76	76	1500	0.0520	
T + R		171	1500	0.1140	0.1140
EB RIGHT (R)	69	0 *	1500	0.0000	
THRU (T)	139	139	3300	0.0421	0.0421
LEFT (L)	11	11	1500	0.0073	
WB RIGHT (R)	80	0 *	1500	0.0000	
THRU (T)	153	153	1650	0.0927	
LEFT (L)	169	169	1500	0.1127	0.1127
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.35	
ADJUSTMENT FOR LOST YELLOW TIME:				0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.45	
INTERSECTION LEVEL OF SERVICE:				A	

\* ADJUSTED FOR RIGHT TURN ON RED

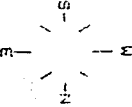
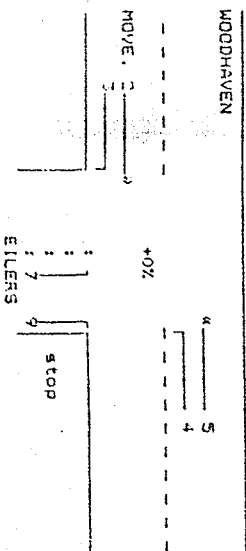
Developed by TJCM Transportation Consultants, Pleasanton, CA, 1987

# EXISTING W/ CHESTNUT ROAD

This is a 3 - Way Intersection

- 1) Major Street is: WOODHAVEN
- 2) Minor Street is: ELLERS
- 3) Volume
- 4) Sight Adjustments
- 5) Traffic Composition on Major
- 6) Traffic Composition on Minor Unspecified
- 7) Speed = 30
- 8) Number of Lanes = 2
- 9) Population < 250,000
- 10) Percentages of 5 Impeding
- 11) Shared Lanes: 7 and 9
- 12) Peak Hour Factor = 1.00
- 13) Corner A: Stop, no Accel. lane, normal radius
- 14) Corner B: no right turn lane, normal turn
- 15) Corner C:
- 16) Corner D:
- 17) Grade: = +0, f = +0
- 18) Exit to DOS

MOVE.	2	4	5	7	9
vol.	161	45	30	184	56
evol.	161	45	30	184	62
sight	f	f	f	f	f
cap.	f	f	f	f	f
ncap.	f	f	f	f	f
LOS	A	A	A	A	A

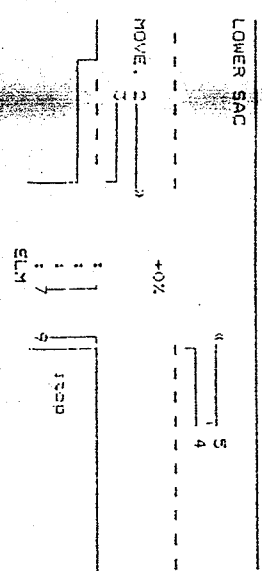


# EXISTING W/ CHESTNUT ROAD

This is a 3 - Way Intersection

- 1) Major Street is: LOWER SAC
- 2) Minor Street is: ELM
- 3) Volume
- 4) Sight Adjustments
- 5) Traffic Composition on Major
- 6) Traffic Composition on Minor Unspecified
- 7) Speed = 30
- 8) Number of Lanes = 2
- 9) Population < 250,000
- 10) Percentages of 5 Impeding
- 11) Shared Lanes: None
- 12) Peak Hour Factor = 1.00
- 13) Corner A: Stop, no Accel. lane, normal radius
- 14) Corner B: right turn lane, normal turn
- 15) Corner C:
- 16) Corner D:
- 17) Grade: = +0, f = +0
- 18) Exit to DOS

MOVE.	2	4	5	7	9
vol.	434	149	49	347	82
evol.	434	149	49	347	90
sight	f	f	f	f	f
cap.	f	f	f	f	f
ncap.	f	f	f	f	f
LOS	A	A	A	D	A



## 10. 24.36

[illegible]

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	140	29 #	1500	0.0193	
	THRU (T)	363	763	1650	0.2200	0.2200
	LEFT (L)	24	24	1500	0.0160	
SB	RIGHT (R)	122	122	1500	0.0813	
	THRU (T)	293	283	1500	0.1887	
	LEFT (L)	41	41	1500	0.0273	
	T + R		405	1500	0.2700	0.2700
EB	RIGHT (R)	13	0 #	1500	0.0000	
	THRU (T)	165	165	1650	0.1000	
	LEFT (L)	208	208	1500	0.1387	0.1387
WB	RIGHT (R)	110	9 #	1500	0.0060	
	THRU (T)	133	133	1650	0.0806	0.0806
	LEFT (L)	61	61	1500	0.0407	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.31
INTERSECTION LEVEL OF SERVICE:	D

Developed by T.J.M. Transportation Consultants, Pleasanton, CA, 1967

## 10-21-88

STREET NAME: TURNER										
SPLIT PHASE? N										
LEFT	110	---	1.0	1.1	1.1	1.0	1.1	---	335	RIGHT
THRU	292	---	2.1	(NO. OF LANES)			2.1	---	235	THRU
RIGHT	1	---	1.1	1.0	1.1	1.1	1.0	---	5	LEFT

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	55	55	1500	0.0367	0.0567
	THRU (T)	30	30	1500	0.0200	
	LEFT (L)	54	54	1500	0.0360	
	T + R		85	1500	0.0567	
SB	RIGHT (R)	99	99	1500	0.0660	0.1947
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	292	292	1500	0.1947	
	T + R		102	1500	0.0680	
EB	RIGHT (R)	1	1	1500	0.0007	0.0733
	THRU (T)	292	292	3150	0.0927	
	LEFT (L)	110	110	1500	0.0733	
	T + R		293	3150	0.0920	
WB	RIGHT (R)	335	335	1500	0.2233	0.2233
	THRU (T)	236	236	3150	0.0749	
	LEFT (L)	6	6	1500	0.0040	
	T + R		571	3150	0.1813	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.25
INTERSECTION LEVEL OF SERVICE:	B

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1987

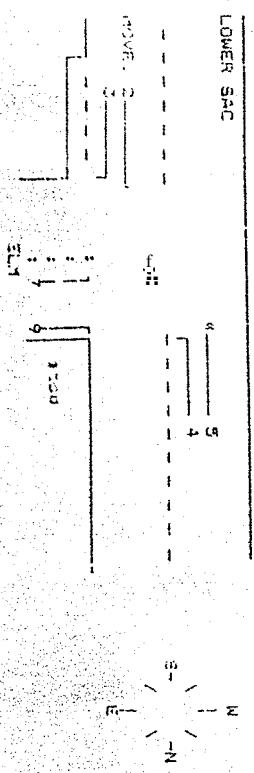




# EXISTING ROADWAY

- This is a 2-Way Intersection
- Major Street is: LOWER SAC
  - Minor Street is: ELM
  - Volume
  - Right adjustments
  - Traffic Composition on major
  - Traffic Composition on minor Unadjusted
  - Speed = 30
  - Number of lanes = 2
  - 50% of 3-lane
  - Percentage of
  - Traffic in lanes: 100% of 2 on right
  - Shared lanes: None
  - Peak Hour Factor = 1.00
  - Corner A: Stop, no Accel. lane, normal radius
  - Corner B: Right turn lane, normal turn
  - Corner C:
  - Corner D:
  - Grade = +0, f = +0
  - Exit to DOS

MOVEMENT	1	2	3	4	5	6	7	8	9
vol.	512	149	59	427	82	90	99		
right	512	149	65	427	90	99			
left									
acc.									
acc.									



TOTAL INTERSECTION CAPACITY ANALYSIS

INTERSECTION: 5 LOWER SAC and W. LODI

COUNT DATE/TIME: 12/1/88

CONDITION: EXISTING - PROJECT - W/CHANGES

FILE NAME: 12/1/88

STREET NAME:	LOWER SAC	W. LODI
MOVEMENT	ORIGINAL	ADJUSTED
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0

STREET NAME:	LOWER SAC	W. LODI
MOVEMENT	ORIGINAL	ADJUSTED
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0

STREET NAME:	LOWER SAC	W. LODI
MOVEMENT	ORIGINAL	ADJUSTED
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0
RIGHT	1.0	1.0
LEFT	1.0	1.0
THRU	1.0	1.0

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:

ADJUSTMENT FOR LOST YELLOW TIME:

ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO:

INTERSECTION LEVEL OF SERVICE:

0.67

0.07





# 101 INTERSECTION CAPACITY ANALYSIS

10-21-78

INTERSECTION: LOWER SAC AND W. LODI PEAK HOUR: LODI

COMPUT DATE/TIME: CUMULATIVE + PROJECT - W/CONSTRUCT BRIDGE FILE NAME

CONDITION: EXISTING W/BRIDGE - MITIGATED

RIGHT THRU LEFT

125 502 161

NORTH

LEFT 21 1.0 1.1 1.1 1.0 1.0 225 RIGHT

THRU 170 1.0 (NO. OF LANES) 1.0 171 THRU STREET NAME:

RIGHT 12 1.0 1.0 1.0 1.0 204 LEFT SPLIT PHASE?

108 679 190

LEFT THRU RIGHT

LEFT THRU RIGHT

STREET NAME: LOWER SAC SPLIT PHASE? N

MOVEMENT ORIGINAL VOLUME ADJUSTED VOLUME CAPACITY RATIO V/C CRITICAL

NB RIGHT (R) 198 16 1500 0.0107

THRU (T) 679 1500 0.4115

LEFT (L) 108 108 1500 0.0720 0.0720

SB RIGHT (R) 125 125 1500 0.0833

THRU (T) 602 1500 0.4013

LEFT (L) 161 161 1500 0.1072

T + R 727 1500 0.4847 0.4847

EB RIGHT (R) 120 0 1500 0.0000

THRU (T) 170 1500 0.1030

LEFT (L) 210 210 1500 0.1400 0.1400

WB RIGHT (R) 235 75 1500 0.0500

THRU (T) 171 1500 0.1036

LEFT (L) 204 204 1500 0.1360

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80

ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87

INTERSECTION LEVEL OF SERVICE: D

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TUM Transportation Consultants, Pleasanton, CA, 1987

# 101 INTERSECTION CAPACITY ANALYSIS

10-21-78

INTERSECTION: LOWER SAC AND W. ELM PEAK HOUR: LODI

COMPUT DATE/TIME: EXISTING W/BRIDGE - MITIGATED

CONDITION: EXISTING W/BRIDGE - MITIGATED

RIGHT THRU LEFT

0 347 49

NORTH

LEFT 1 1.0 1.1 1.1 1.0 80 RIGHT

THRU 0 0.0 (NO. OF LANES) 0.0 0 THRU STREET NAME:

RIGHT 1 1.0 1.1 1.1 1.0 82 LEFT SPLIT PHASE?

108 679 190

LEFT THRU RIGHT

LEFT THRU RIGHT

STREET NAME: LOWER SAC SPLIT PHASE? N

MOVEMENT ORIGINAL VOLUME ADJUSTED VOLUME CAPACITY RATIO V/C CRITICAL

NB RIGHT (R) 149 28 1500 0.0187

THRU (T) 434 434 1500 0.2630 0.2630

SB THRU (T) 347 347 1500 0.2313

LEFT (L) 49 49 1500 0.0327

T + L 396 1500 0.2640 0.2640

WB RIGHT (R) 80 0 1500 0.0000

LEFT (L) 82 82 1500 0.0547 0.0547

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35

ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.45

INTERSECTION LEVEL OF SERVICE: A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TUM Transportation Consultants, Pleasanton, CA, 1987

## INTERSECTION CAPACITY ANALYSIS

10/25/88

INTERSECTION: 2 LOWER SAC AND W. LODI FEAR DUM: LODI  
 COUNT DIRECTION: EXISTING W/BRIDGE - MITIGATED  
 CONDITION: EXISTING W/BRIDGE - MITIGATED FILE NAME

RIGHT THRU LEFT		NORTH	
122	283	41	
LEFT	208	1.0	1.1 1.0 1.0
THRU	165	1.0	(NO. OF LANES) 1.0
RIGHT	12	1.0	1.0 1.0 1.0
			24 265 140
			LEFT THRU RIGHT

STREET NAME: LOWER SAC SPLIT PHASE: N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
----------	-----------------	-----------------	----------	-----------	--------------

NE RIGHT (R)	140	29	1500	0.0193	
THRU (T)	362	362	1500	0.2413	
LEFT (L)	24	24	1500	0.0160	0.0160

SE RIGHT (R)	122	122	1500	0.0813	
THRU (T)	292	292	1500	0.1947	
LEFT (L)	41	41	1500	0.0273	

EW RIGHT (R)	12	0	1500	0.0000	
THRU (T)	165	165	1500	0.1100	
LEFT (L)	208	208	1500	0.1387	0.1387

NB RIGHT (R)	110	9	1500	0.0060	
THRU (T)	132	132	1500	0.0880	0.0880
LEFT (L)	61	61	1500	0.0407	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51  
 ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61  
 INTERSECTION LEVEL OF SERVICE: B

ADJUSTED FOR RIGHT TURN ON RED

Developed by TUM Transportation Consultants, Pleasanton, CA 10/25/88

## FOR INTERSECTION CAPACITY ANALYSIS

10/25/88

INTERSECTION: 1 LOWER SAC AND W. ELM FEAR DUM: LODI  
 COUNT DIRECTION: EXISTING - PROJECT - MITIGATED  
 CONDITION: EXISTING - PROJECT - MITIGATED FILE NAME

RIGHT THRU LEFT		NORTH	
427	59		
LEFT	0	0.0 0.0 1.1 1.1	1.0
THRU	0	0.0 (NO. OF LANES)	1.0
RIGHT	0	0.0 1.0 1.0 1.0	1.0
			512 149
			LEFT THRU RIGHT

STREET NAME: LOWER SAC SPLIT PHASE: N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
----------	-----------------	-----------------	----------	-----------	--------------

NE RIGHT (R)	140	29	1500	0.0193	
THRU (T)	512	512	1500	0.3413	0.3413

SE RIGHT (R)	427	427	1500	0.2847	
THRU (T)	59	59	1500	0.0393	
LEFT (L)	186	186	1500	0.1240	

EW RIGHT (R)	82	82	1500	0.0547	0.0547
THRU (T)	82	82	1500	0.0547	
LEFT (L)	82	82	1500	0.0547	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40  
 ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50  
 INTERSECTION LEVEL OF SERVICE: A

ADJUSTED FOR RIGHT TURN ON RED

Developed by TUM Transportation Consultants, Pleasanton, CA, 1987

## 15. 25. 61.

## REFERENCES

[illegible]

1998

RIGHT THRU LEFT

145

LEFT	1.0	1.0	1.0	RIGHT
508 ---	1.1	1.0	---	120

Since 1996, the

THRU 1.5 --- 1.0 (NO. OF LANES) 1.0 --- 1.5 (NO. OF LANES) W. LOG

[illegible]

100

LEFT HAND RIGHT

## STREET NAME: LOWER SAC

SP-17-11-15-1

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
1	100	100	100	1.00	1.00
2	100	100	100	1.00	1.00
3	100	100	100	1.00	1.00
4	100	100	100	1.00	1.00
5	100	100	100	1.00	1.00
6	100	100	100	1.00	1.00
7	100	100	100	1.00	1.00
8	100	100	100	1.00	1.00
9	100	100	100	1.00	1.00
10	100	100	100	1.00	1.00
11	100	100	100	1.00	1.00
12	100	100	100	1.00	1.00
13	100	100	100	1.00	1.00
14	100	100	100	1.00	1.00
15	100	100	100	1.00	1.00
16	100	100	100	1.00	1.00
17	100	100	100	1.00	1.00
18	100	100	100	1.00	1.00
19	100	100	100	1.00	1.00
20	100	100	100	1.00	1.00
21	100	100	100	1.00	1.00
22	100	100	100	1.00	1.00
23	100	100	100	1.00	1.00
24	100	100	100	1.00	1.00
25	100	100	100	1.00	1.00
26	100	100	100	1.00	1.00
27	100	100	100	1.00	1.00
28	100	100	100	1.00	1.00
29	100	100	100	1.00	1.00
30	100	100	100	1.00	1.00
31	100	100	100	1.00	1.00
32	100	100	100	1.00	1.00
33	100	100	100	1.00	1.00
34	100	100	100	1.00	1.00
35	100	100	100	1.00	1.00
36	100	100	100	1.00	1.00
37	100	100	100	1.00	1.00
38	100	100	100	1.00	1.00
39	100	100	100	1.00	1.00
40	100	100	100	1.00	1.00
41	100	100	100	1.00	1.00
42	100	100	100	1.00	1.00
43	100	100	100	1.00	1.00
44	100	100	100	1.00	1.00
45	100	100	100	1.00	1.00
46	100	100	100	1.00	1.00
47	100	100	100	1.00	1.00
48	100	100	100	1.00	1.00
49	100	100	100	1.00	1.00
50	100	100	100	1.00	1.00
51	100	100	100	1.00	1.00
52	100	100	100	1.00	1.00
53	100	100	100	1.00	1.00
54	100	100	100	1.00	1.00
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56	100	100	100	1.00	1.00
57	100	100	100	1.00	1.00
58	100	100	100	1.00	1.00
59	100	100	100	1.00	1.00
60	100	100	100	1.00	1.00
61	100	100	100	1.00	1.00
62	100	100	100	1.00	1.00
63	100	100	100	1.00	1.00
64	100	100	100	1.00	1.00
65	100	100	100	1.00	1.00

HR	6130 <sup>a</sup> (6)	140	29	1500	0.0192	
	TREU (7)	471	471	1550	0.2612	
	LEFT (L)	23	24	1500	0.0150	0.0120

3b	RIGHT (R)	121	1500	0.015	
	THRU (T)	752	1500	0.0153	
	LEFT (L)	51	1500	0.0340	
	T + R	473	1500	0.3167	0.3167

ES				
RIGHT (R)	13	0	1500	0.0100
THRU (T)	165		1650	0.1000
LEFT (L)	208		208	0.1387
			1500	0.1387

MB	RIGHT (R)	4	1500	0.0093	
THRU (T)	120	1	1650	0.0806	
LEFT (L)	61	1	1500	0.0407	

ADJUSTMENT FOR LOST YELLOW TIME

TOTAL VOLUME-TO-CAPACITY RATIO:

INTERSECTION LEVEL OF SERVICE:

ADJUSTED FOR LIGHT TURN ON FEED

Reviewed by T.J. 14 Transportation Consultants, Ltd.

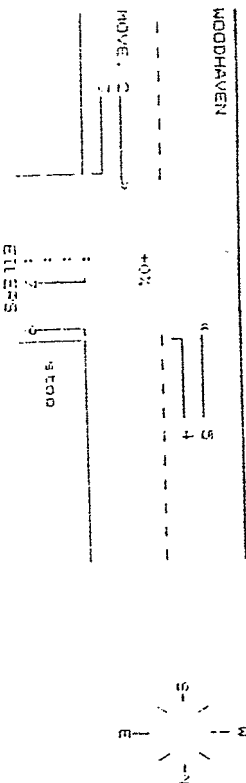
CUHUVANVE + PROJECT - MITIGATION

FILES 13 4 2 - 1930 INTERSECTION  
WOODHURST 211007 351997

- |                                 |  |
|---------------------------------|--|
| 1) Major street is: WOODHURST   | 2) Minor street is: ELLEN'S              |
| 3) Volumes                      | 4) Sight adjustments                     |
| 5) Traffic Composition on major | 6) Traffic Composition on minor          |
| 7) Speed = 30                   | 8) Number of lanes = 2                   |
| 9) Population = 250,000         | 10) Percentages of                       |
| 11) Shared lanes: 7 and 9       | 11) Traffic in lanes: 100% of 2 on right |

- (16) Peak Hour Factor = 1.00
- (17) Corner A: Stop, no accel., lane, normal radius
- (18) Corner B: Right turn lane, normal turn
- (19) Corner C:
- (20) Corner D:
- (21) Grade: = +0, f = +0
- (22) Exit to DOS

- |       |     |       |     |       |     |
|-------|-----|-------|-----|-------|-----|
| novel | 3   | 91    | 272 | 7     | 9   |
| vol.  | 191 | 100   | 275 | 137   | 33  |
| right | 4   | +0.30 | 1   | +0.00 | 503 |
| cap.  | 1   | 0.77  | 1   | 0.08  | 503 |
| cap.  | 1   | 0.77  | 1   | 0.08  | 503 |
| OS    | 1   | A     | 1   | C     | 503 |



## 14-25,343

RIGHT THRU LEFT

INDEX

LEFT	THRU	RIGHT	STREET NAME
0	0.0	1.0	105 RIGHT
0	0.0	0.0	THRU
0	0.0	0.0	W. Elm
0	0.0	0.0	SPLIT PHASE
0	0.0	0.0	N

STREET NAME: LOWER SAC. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME	CAPACITY	V/C RATIO	CRITICAL V/C
MB RIGHT (R)	152	152	1500	0.1033	
TRBU (T)	695	695	2150	0.2206	
T + R		850	2150	0.2698	0.2698
SB TRBU (T)	680	680	2200	0.2051	
LEFT (L)	74	74	1500	0.0493	0.0493
MB RIGHT (R)	105	0	1500	0.0000	
LEFT (L)	95	85	1500	0.0567	0.0567

ADJUSTMENT FOR LOST YELLOW TIME:

TOTAL VOLUME-TO-CAPACITY RATIO:

INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton CA 1982

19  
18  
17  
16  
15

EIGHT THIRY LEFT

NOTES

[illegible]

STREET NAME: LOWER SAC SPLIT PHASE: 1

MOVEMENT	ORIGINAL		ADJUSTED		CAPACITY	V/C		CRITICAL
	VOLUME	RATIO	VOLUME	RATIO		V/C	RATIO	
NR RIGHT (R)	198	0.1220	198	0.1220	1500	0.1333	0.1220	
THRU (T)	679	0.2155	679	0.2155	3150	0.2155	0.2155	
LEFT (L)	109	0.0720	108	0.0720	1500	0.0720	0.0720	
T + R	907	0.2784	907	0.2784	3150	0.2784	0.2784	
SB RIGHT (R)	125	0.0827	125	0.0827	1500	0.0827	0.0827	
THRU (T)	602	0.1911	602	0.1911	3150	0.1911	0.1911	
LEFT (L)	161	0.1072	161	0.1072	1500	0.1072	0.1072	
T + R	727	0.2308	727	0.2308	3150	0.2308	0.2308	

HEIGHT (M)	HEIGHT (T)	170	1500	0.0000
170	170	1550	0.1070	

[illegible]

MB	RIGHT (R)	75.4	1500	0.0500	0.1025
THRU (T)	171	171	1550	0.1025	0.1025

LEFT (C)	DO	NOT	1500	0.1750
0.1750	0.1750	0.1750	0.1750	0.1750

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.63
ADJUSTMENT FOR LOST YELLOW TIME:	0.10

TEST	UNIT	TEST	UNIT
TOTAL VOLUME-TO-CAPACITY RATIO:	0.77		

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, Ca. 1987



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***APPENDIX D - RESPONSE TO  
COMMENTS  
Received During the 30-Day Review Period***

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The following section includes the comments received on the Winepress Expanded Initial Study during the 30-day public review period. Directly following each comment is the EIP response to that comment.

## DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)  
TOCKTON, CA 95201TDD (209) 948-7936  
(209) 948-7936

RECEIVED



NOV 17 1988

November 16, 1988

10-SJ-Lodi

Winepress Shopping Center  
Expanded Initial Study  
SCH #88103101Mr. John Keene  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Dear Mr. Keene:

Caltrans has reviewed the Expanded Initial Study for the proposed Winepress Shopping Center located at the southwest corner of Turner Road and Sacramento Road in Lodi. Due to the size and location of the proposed project, it does not appear that this project will have a significant impact on the State Highway System. However, the Draft EIR should provide a thorough traffic analysis of the local circulation system.

We appreciate the opportunity to comment on this project. If you have any questions regarding this report you may contact me at the above noted number.

Very truly yours,

KENNETH W. BAXTER  
ATSD Coordinatorcc: P Verdoorn/SJCCOG  
bcc: D Cowell  
A Johnson/w attachment

*Response to Comments*

Department of Transportation

Comment

Response

3

Comment noted, no response required.



# Lodi Unified School District

## FACILITY PLANNING DEPARTMENT

1300 West Lodi Avenue, Suite S, Lodi, California 95242

Mailing Address: 815 West Lockeford Street, Lodi, California 95240

November 17, 1988

RECEIVED

DEC 1 1988

EIP - SACTO

RECEIVED

NOV 18 1988



CH.  
SEAN P. LEE  
DEPT. SGT.

David Morimoto  
Associate Planner  
City of Lodi  
221 West Pine Street  
Lodi, CA 95241

Re: Expanded Initial Study for Winepress Shopping Center

Dear David,

Thank you for requesting any comments Lodi Unified School District may have relative to subject.

We have no comments at this point in time.

Sincerely,

Mary Joan Starr  
Facility Planner

MJS:cw

***Response to Comments***

Lodi Unified School District

Comment

Response

1

Comment noted, no response required.



UTILITY DEPARTMENT

CITY OF LODI • 221 WEST PINE ST. (P.O. BOX 320) • LODI, CA 95241  
(209) 334-5634

DEC 1 1988  
RIP-SADTO

MESSAGE

TO [ David Morimoto  
Associate Planner ]

DATE Nov. 23, 1988  
SUBJECT Winepress EIS

The proposed Winepress Shopping Center  
located at the south west corner of Turner Rd.  
and Lower Sacramento Rd. will have no  
adverse effect on the City's electric system.

RECEIVED

NOV 23 1988



COMMUNITY  
DEVELOPMENT  
DEPARTMENT

BY

*Howe Hawkey*

REPLY

DATE

SIGNED

*Response to Comments*

City of Lodi Utility Department

Comment

Response

1

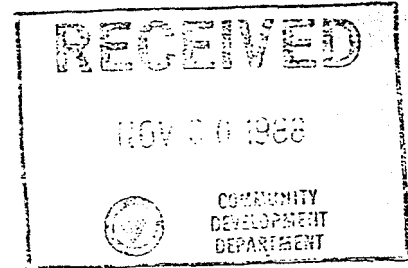
Comment noted, no response required.



RECEIVED  
DEC 03 1988  
EIP - SACTO

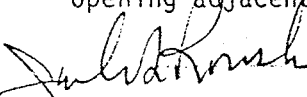
MEKORANDUM, City of Lodi , Public Works Department

TO: Community Development Director  
FROM: Public Works Director  
DATE: November 28, 1988  
SUBJECT: Winepress Expanded Initial Study



We have reviewed the Winepress Shopping Center Expanded Initial Study and have a few comments:

1. Typographical and miscellaneous errors are noted in the attached copy of the study.
2. Pages 5 - 15, top paragraph - we assume it is recommended that the planned west Frontage Road be terminated south of the project site.
3. While it was not explicitly stated, the project should construct all the improvements along its frontage. This should include Lower Sacramento Road as a condition of the project approval.
4. The traffic analysis did not include the driveways. We recommend that the project include sufficient street width to provide left turn lanes and transitions. "No Parking" may be provided on-street to provide additional width if approved by the City Council.
5. The on-site plan should be revised to eliminate the drive-through opening adjacent to the Turner Road driveway.

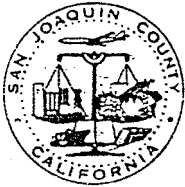
  
Jack L. Ronsko  
Public Works Director

JLR/RCP/jmr

*Response to Comments*

City of Lodi Public Works Department

<u>Comment</u>	<u>Response</u>
1	Typographical and miscellaneous errors have been corrected within the text of this report.
2	Typographical error has been corrected within the text of this report.
3	Comment represents opinion of the Public Works Department. The Planning Commission and City Council should consider this comment during their deliberations.
4	Comment represents opinion of the Public Works Department. The Planning Commission and City Council should consider this comment during their deliberations.
5	Comment represents opinion of the Public Works Department. The Planning Commission and City Council should consider this comment during their deliberations.



HENRY M. HIRATA  
DIRECTOR

COUNTY OF SAN JOAQUIN  
DEPARTMENT OF PUBLIC WORKS  
P O BOX 1810 - 1810 E. HAZELTON AVENUE  
STOCKTON, CALIFORNIA 95201  
(209) 468-3000

EUGENE DELUCCHI  
CHIEF DEPUTY DIRECTOR  
THOMAS R. FLINN  
DEPUTY DIRECTOR  
MANUEL LOPEZ  
DEPUTY DIRECTOR  
RICHARD C. PAYNE  
DEPUTY DIRECTOR

RECEIVED  
DEC 9 1988  
EIP-SACTO

December 1, 1988

Mr. David Morimoto  
Associate Planner  
City of Lodi  
221 W. Pine Street  
Lodi, CA 95241-1910

SUBJECT: WINEPRESS SHOPPING CENTER - EXPANDED INITIAL STUDY

Dear Mr. Morimoto:

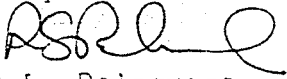
The following comments are submitted in response to the scope and content of the environmental review for the above named project:

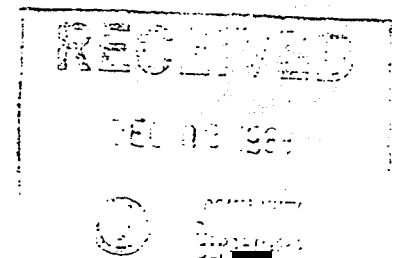
This project will contribute to the need for future traffic signals in the area. Participation in a funding mechanism to construct the improvements required for mitigation would appear to be justified.

Traffic entering and exiting the project may adversely impact the capacity of the adjoining roads. The traffic study should analyze access provisions and offer alternatives such as deceleration lanes at approach to driveways and median construction to control left turn movements as mitigating measures to limit the impacts on these major roadways. Construction of the full width of Turner Road and Lower Sacramento Road, including deceleration and intersection left turn lanes, would appear warranted.

Thank you for the opportunity to comment on this project. If you have any questions regarding this matter please call me at (209) 468-3073.

Very Truly Yours,

  
R.L. Palmquist  
Environmental Coordinator



*Response to Comments*

County of San Joaquin Department of Public Works

Comment

Response

1

Comment represents opinion of the Department of Public Works. The Planning Commission and City Council should consider this comment during their deliberations.

2

Comment represents opinion of the Department of Public Works. The Planning Commission and City Council should consider this comment during their deliberations.

54C8AM?N?C. 2 25314

City of Los Angeles - Community Plan Dept  
211 West Pine Street

အသံအသွယ် ဖြစ်ပေါ်နေသော အချက်အလက်များကို အောက်ပါအတိုင်း ဖော်ပြထားပါသည်။

Page Mr. Schneider:

The Clearinghouse has initiated the above named proposed Negative Declaration for review. The review period is now closed and the comments from the responding agency(ies) is/are enclosed. On the enclosed Notice of Completion for you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your command package is complete. If the comment package is not in order, please notify the state Clearinghouse immediately. Remember to refer to the project's eight-digit state Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code requires that:

"A responsible agency or other public agency shall only make substantive commitments regarding those activities involved in a project which are in areas of expertise of the agency or which are required, or be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific supporting information.

These comments are forwarded for your use in adopting your Negative Declaration. If you need more information or clarification, we recommend that you contact the commenting agency at your earliest convenience.

This letter acknowledges that you have complied with the State Clearinghouse review requirements set forth in the California Environmental Documents Act, pursuant to the California Environmental Quality Act. Please contact John Kane at 916/445-0613 if you have any questions regarding the environmental review process.

Stamps

David C. Muenksamp  
Chief  
Office of Permit Assistance  
Enclosures

Agency sources :cc

8810310

[illegible][illegible]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 05-14-2014 BY 60322 UCBAW

*[Faint, illegible text from bleed-through or reverse side of the page]*

[illegible]

*[Faint handwritten notes at the bottom of the page]*

[illegible]

10. 10.10.1941 10.10.1941

11. 1961

1. What is the purpose of the study?  
 2. What are the research objectives?  
 3. What is the scope of the study?  
 4. What are the limitations of the study?  
 5. What is the significance of the study?

11. \_\_\_\_\_ 12. \_\_\_\_\_ 13. \_\_\_\_\_

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Vacant, agricultural areas; Professional Office; Mining

[illegible]

RESOURCES

RECEIVED  
JUN 10 1964

U.S. DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D.C.

MEMORANDUM FOR THE DIRECTOR  
FROM: SAC, NEW YORK (100-87500)  
SUBJECT: [REDACTED]

[REDACTED]

[REDACTED] LONGVIEW, GA

1-11-77 JAMES

(File Date: 016-207-102)

CONFIDENTIAL

*[The following text is heavily redacted with black ink.]*

10. Erklären Sie die Begriffe "Kultur" und "Werte".

*Response to Comments*

Office of Planning and Research

Comment

Response

1

This letter serves as a cover letter for other State agency comments and **does not require a response.**